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Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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## American Railroad Journal.

New York, Saturday, December 28, 1872.

### Railroads of Ohio.

The Ohio Commissioner of Railroads gives the following statistics for the year ending June 30, 1872: The total capital stock of the entire lines of railroads running through or into Ohio is \$219,161,127. The capital stock of the part of the roads which are in Ohio is \$122,721,526. The total funded debt of the entire lines is \$217,171,755; the proportion for Ohio is \$120,222,072. The floating debt of the entire lines is \$10,738,179; the proportion for Ohio is \$5,945,700. The total length of the lines and branches is 7,408 miles. Of this amount 3,787 miles are in Ohio. The total cost of all the roads for construction and equipment was \$338,113,494; that portion of the lines in Ohio cost \$206,352,805. The gross earnings of all the lines for the past year was \$65,603,078; proportion of earnings in Ohio, \$34,257,799. Operating expenses for the entire lines, \$45,034,708; Ohio's proportion, \$23,502,739. Net earnings, \$20,568,369; proportion for Ohio, \$10,755,060. Passengers carried in the year, 12,068,832; freight carried, 20,983,068 tons; interest paid on bonds, \$9,726,259; dividends paid, \$7,554,032. The total number of persons employed

on the railroads in Ohio is 25,393. During the past year 375 miles of road, including sidings, were built.

## INVESTMENT BONDS.

The Northern Pacific Railroad Company now has in full operation, with regular daily trains, 321 miles of road. A distance of nearly 200 miles more is constructed. The Minnesota Section, immediately on its completion, entered upon a satisfactory business, including local traffic and the large carrying-trade of the Northwestern British Settlements and the Hudson's Bay Company. The recently completed section of sixty-five miles, on the Pacific Coast, at once commands a profitable business between Puget Sound and the Columbia River, heretofore done by coastwise steamers. On the opening of spring, with more than 500 miles of Road in regular operation, the Company will control the extensive and productive trade of the Upper Missouri, much of Montana and the Northwest. The earnings of the Road for 1873 will be large.

Arrangements for pushing construction vigorously the coming year are progressing satisfactorily.

Of the nearly Ten Million acres of land accruing to the Company in connection with the portion of Road now virtually constructed, some Two Million acres, of excellent average quality, are in market, and their sale and settlement progressing. The average price thus far realized is \$5 66 per acre—which is at the rate of \$100,000 per mile of road for the whole grant.

The Company has already begun the process of redeeming and cancelling its First Mortgage Gold Bonds, as they are now being received at 1.10 in payment and exchange for the Company's Lands.

With these accomplished results and most favorable prospects, the Company is now selling its First Mortgage 7-30 Bonds for the purpose of completing its line of road. We recommend them as a well secured and unusually profitable investment. They have the following elements of strength and safety: They are the obligation of a strong corporation; they are a First Mortgage on the Road, its Right of way, Telegraph line, Equipments and Franchises, and a first lien on its Net Earnings. In addition to this usually sufficient security there is pledged for the payment of principal and interest a Land Grant of 12,800 acres per mile of road through the States and 25,600 through the Territories. The rate of interest (seven and three-tenths per cent. gold) is equal now to about 8½ currency. Gold Checks for the semi-annual interest on the Registered Bonds are mailed to the Post Office address of the owner.

All marketable securities are received in exchange on most favorable terms. For sale by Banks and Bankers generally.

## JAY COOKE & CO.

Financial Agents N. P. R. R. Co.

The last rail on the Buffalo, New York and Philadelphia Railway was laid on the 28d inst. near Emporium, Pa.

The last rail on the Shore Line, connecting the West Wisconsin and Chicago and Northwestern railways, was laid on the 28d inst.

**Old Colony Railroad.**

The earnings of this road for the years ending September 30, 1871 and 1872, were as follows:

	1871.	1872.
From passengers.....	\$1,020,578 16	\$1,141,832 43
" freight.....	525,812 57	644,167 90
" express.....	74,783 86	62,960 41
" rents.....	26,443 13	26,885 86
" mails.....	16,361 42	15,327 01
" miscellaneous..	5,488 02	4,895 69
" extra baggage.	2,016 35	1,868 79

\$1,671,478 51    \$1,897,438 09

**Expenses, viz:**

Passenger department.	\$142,497 67	\$186,907 23
Merchandise ..	174,312 65	200,431 57
Locomotive ..	262,278 12	310,418 47
Maintenance of way..	274,064 72	302,965 08
General expenses.....	93,353 12	144,755 69
Miscellaneous.....	49,345 62	57,265 28

\$995,841 90    \$1,202,743 32

Earnings less exp...\$675,636 61    \$694,694 77

State, city and town taxes.....\$76,400 73    \$64,445 23

Interest on bonds and debt ..... 190,823 36    205,287 44

\$267,224 09    \$269,732 67

Net income.....\$408,412 52    \$424,962 10

Add balance of income per last report (\$486,956 33, less U. S. taxon surplus \$1,916 70)..... 485,039 63

Total amount of net income ....\$910,001 73

Deduct dividend Jan. 1, 1872, \$3 per share.....\$150,000 00

U. S. tax ..... 3,846 15

Deduct dividend July 1, 1872, \$3 50 per share.. 175,000 00

828,846 15

Balance of income account September 30, 1872.....\$581,155 58

The dividend of January 1, 1873, is to be taken in part from this balance.

The dividend on 9,481 shares issued to stockholders of the Cape Cod Railroad Company was paid on July 1st, from the earnings of that Company.

The gross receipts of the road were, for the year ending Sept. 30, 1872 .....\$1,897,438 09

For the year ending Sept. 30, 1871.. 1,671,478 51

Increase in receipts.....\$225,959 58

The working expenses for the year ending Sept. 30, 1872..... 1,202,743 32

For the year ending Sept. 30, 1871.. 995,841 90

Increase in working expenses...\$206,901 42

The amount paid for interest & taxes, not including tax on dividends, was, for the year ending Sept. 30, 1872..\$269,732 67

For the year ending Sept. 30, 1871 .. 267,224 09

Increase.....\$2,508 58

The net earnings, after paying interest and taxes, were, for the year ending Sept. 30, 1872..... 424,962 10

For the year ending Sept. 30, 1871... 408,412 52

Increase .....\$16,549 58

The increase from passengers was \$121,259 27; the increase in number of passengers carried was 578,595.

The increase of receipts from freight was \$118,855 33; the increase of tons carried was \$115,277.

Of this increase \$98,416 33 was from local passengers, and \$86,440 84 from local freight receipts.

The express and miscellaneous receipts are \$13,655 72 less than last year.

Three new locomotives, six passenger cars, one baggage car, forty-three freight cars, and thirty coal cars have been added to the rolling stock.

Three locomotives, two passenger cars, thirty-three freight cars, and ten gravel cars have been rebuilt.

About 751 tons of new iron, and 581 tons of steel rails, and 31,820 new sleepers have been used in repairing the track, and 1,350 tons of rail have been taken up, repaired and relaid.

All the above additions, renewals and repairs have been charged to expense account, and paid for out of our earnings the past year.

The road, equipment and property has been kept up, and is in as good condition as at any previous time.

In addition to the above new rolling-stock, there have been added to the equipment 2 new locomotives, 8 passenger-cars, 1 smoking-car, forty-three freight-cars and thirty coal-cars, at an expenditure of \$100,200, which has been carried to construction account, making in all 5 new locomotives, 146 freight cars and 16 passenger and baggage-cars added to the equipment the past year.

The Westinghouse brake is now used on 9 locomotives and 44 cars, chiefly applied in the past year. We have also added largely to our telegraph lines, which now connect the central office in Boston with all parts of the road and its branches.

The foregoing statement shows the business of the company to be in a prosperous condition.

There appears to be an increase of \$206,901 42 in the expenditures of the company during the year, over the year ending September 30, 1871, caused in part by an increase of 120,013 miles in the mileage of trains. This increase is further accounted for in the following items:

Increase in expenditure on equipment charged to expense.....	\$13,773 56
Addition to side-tracks.....	27,800 00
" to lands, depots and fixtures.	25,435 00
" to telegraph lines and fixtures	5,000 00
Paving about depots.....	9,504 27

\$81,512 83

In August last 1000 shares of new stock were sold by auction, as required by law, to provide means in part for the construction of the Shawmut Branch. This branch will be completed so as to be opened for public travel on December 1st next. The cost has exceeded the estimate by about \$50,000, caused in part by the excess of rock excavation, exceeding the engineer's estimate by about 12,000 yards, and in part by the additional expense of raising the bridges at Ashmont and Adams streets, so as to give a clear space of 18 feet above the rails, as required by a recent law, which has largely increased the masonry and excavation beyond the estimate.

We are now extending the Granite Branch to the gravel pits owned by the company, and ultimately to a connection with the main line at Braintree.

We have use for considerable gravel in filling the flats and low lands owned by the company, and the demand by other parties for similar purposes will afford us some profit from the transportation. This extension is estimated to cost about \$80,000.

There are large tracks of low land which need filling upon the line of our road in Boston, and favorable contracts have been offered for transporting gravel for this purpose. If we should engage in this business to any considerable extent, it may be desirable to construct a third track, as far as the connection with the Granite Branch in Quincy, about 5.35 miles. The movement of our numerous trains between Boston and Braintree would be greatly facilitated by such a track.

The business in connection with the Duxbury and Cohasset Railroad has about equalled our anticipations. The future prospects of this road must depend upon the development of the towns upon its line. The increase of buildings and of summer visitors in these towns during the past year warrants the expectation of a fair increase in the business in the future, as the attractions of

the country as a place of seaside resort become known.

Our arrangements with the New Bedford and Taunton Railroad Company and its connections, and with the Narragansett Steamship Company, continue to work satisfactorily.

The passenger business with New York has been somewhat less than the last year, caused, it is supposed, by the serious accident to another line on the Sound. It is worthy of remark, that since the establishment of the Fall River line to New York in 1846, while many millions of passengers have been carried upon the boats composing this line, no boat has been lost, and only one accident has occurred upon the boats, attended with loss of life or serious injury to any passenger.

We have added to the equipment 146 freight cars, being about one fourth the number before owned by the company. Also 5 locomotives and 16 passenger and baggage cars. This large addition has scarcely kept pace with the requirements of the business of the company, with its new branches and connections.

To meet the demands of our patrons, we should add during the coming year at least 5 locomotives, 10 passenger and smoking cars, and 200 freight and coal cars, costing about \$200,000.

The increase in the number of passengers and tonnage of freight carried (that is, in work done) has been greater than the increase in income as compared with the last year.

This is caused by a reduction in our tariffs made since January 1, 1872.

This reduction was estimated to amount to \$25,000 on passengers, and \$30,000 on freight, upon the business of 1871. The same rate of reduction applied to our business of this year would be equal to about \$60,000, which, added to the increase in receipts, would show a gain of \$285,989 58.

The reduction has been greatest on freight, and the relative increase is there the largest.

The coal traffic of the company, stimulated by a reduction of rates, has increased from 46,960 tons in 1871, to 83,284 tons in 1872. To provide for future increase in this business, additional wharves and coal pockets are needed at Fall River or Somerset. The rapid growth of Fall River calls for additional depot accommodations there, and it may be advisable for us to construct a wharf for our business at that place.

The depot grounds and buildings at North Bridgewater and Campello are insufficient for the business of these places, and it is the purpose of the Directors to proceed immediately to the construction of new stations in this thriving town.

The question of filling a portion of the cove lands belonging to the company in Newport, and constructing a new depot there, is under consideration. These and other improvements contemplated will cost about \$120,000.

The balance of our land account now stands at \$298,953. The lands included in this account are not now needed for the use of the road, and may be sold whenever a satisfactory price is offered. It is hoped that the funds derived from this source may be sufficient to meet the cost of equipment, (above what may be fairly charged to expense,) which the increase in our business may demand in future.

The cost per train mile run for the year ending September 30, 1871, was about \$1.08; while for the past year it has increased to about \$1.14. This increase is accounted for by a general rise in the cost of labor and materials, particularly in iron and other metals, which enter largely into the cost of working the road. For common bar iron we paid, in 1871, \$74 per ton, and in 1872, \$110 per ton, an increase of 50 per cent.

At the last session of the Legislature an act was passed authorizing this company, in connection with the County of Bristol, and the Fall River, Warren and Bristol Railroad Company, to build a bridge across Taunton Great River at Fall River. The Directors believe it is for the interest of the company to join in the construction of this bridge, and therefore recommend the acceptance of the



act by the stockholders. An act was also passed authorizing the construction of connecting tracks with the New Bedford and Taunton Railroad, at Taunton, which will greatly facilitate our business at this place. The acceptance of this act by the stockholders is also recommended.

The name of the corporation has been changed to Old Colony Railroad Company, on October 1, 1872, as authorized by acts of Massachusetts and Rhode Island, and the vote of the stockholders at a special meeting, April 12, 1872.

The Directors recommend a change in the By-laws, making the seal of the Corporation and certificate of stock conform to the present name of the company.

The union of the Cape Cod Railroad seems to make it necessary to take one or more Directors from the line of that road; and in view of the present extent of our lines, having various local interests to be cared for, we would submit to the Stockholders the expediency of increasing the number of Directors.

The earnings and expenses of the Cape Cod Railroad were not brought into our accounts until October 1, when the union was completed. The following is a statement of the earnings and expenses of this road for the year ending September 30, 1872:

Earnings for the year ending Sept. 30, 1872	\$321,798 38
Earnings for the year ending Sept. 30, 1871	290,954 93

Increase of earnings	\$30,843 45
Expenses for the year ending Sept. 30, 1872	\$235,160 83
Expenses for the year ending Sept. 30, 1871	231,958 47

Increase in expenses	\$3,202 36
Showing an increase in net earnings of	\$27,641 09

The Woods' Hole Branch was opened for travel on July 17, 1872, and the earnings of this branch for 2 1/2 months only are included in the receipts for the year.

The cost of the Cape Cod Railroad to this Company is as follows:

Stock issued and to be issued to stockholders of the Cape Cod Railroad Co.	\$1,007,280
Cost of Woods' Hole Branch in stock of this company	190,620
Funded and floating debt	434,000
	\$1,631,900

To this is to be added the cost of completing the Woods' Hole Branch and the extension from Wellfleet to Provincetown.

The length of the united roads is as follows:	
Boston to Newport via Taunton	67.79 miles.
So. Braintree to Somerset Junction via Bridgewater	37.60 "
So. Braintree to Plymouth	25.94 "
Dorchester and Milton Branch	3.30 "
Granite Branch	5.00 "
Shawmut Branch	2.40 "
Bridgewater Branch	5.99 "
Easton	1.69 "

150.71 miles.

Cape Division, Middleboro' to Wellfleet	71.62
Woods' Hole Branch	17.54
Hyannis Branch	4.90
Wellfleet to Provincetown, under construction	13.90
	107.96 "

Total length of road 258.67 miles.

Length of double track	11.28 miles.
Sidings Old Colony Division	39.20 "
Sidings Cape Division	7.80 "

The Boat connection between Woods' Hole and Martha's Vineyard has not been satisfactory, and it may be advisable for us to aid in some way in the establishment of a new Boat Line.

Out of the 8,711,345 passengers carried in our cars in the past year, only two have been injured, and in these cases the injuries were not serious, and were caused by the carelessness of the passengers.

But little damage has been done to property of any kind during the year.

The policy of previous years has been steadily pursued in the reduction of rates and increase of accommodations. By the increase of trains and equipment, and addition of express trains, we have endeavored to keep the facilities given somewhat in advance of the public demand. The large increase in our local earnings is a sufficient proof of the effect of this policy in developing the country upon our line. It has fairly repaid us in the past, and justifies the expectation of a greater return in the future.

The equipment of the road is as follows: 80 passenger, 11 freight, and 4 switching locomotives; 95 passenger, 16 baggage, 190 long box, 270 long platform, 14 cattle, 56 stone, 20 short platform and 169 coal and gravel cars. Number of miles run by passenger trains, 740,661; by freight trains, 326,959; by gravel trains, etc., 43,355—total miles run one year to September 30, 1872, 1,110,675, an increase over the year ending Sept. 30, 1871, of 120,013 miles. Number of passengers carried the past year, 3,711,345; do., carried one mile, 50,820,108. Tons of merchandise carried the past year, 510,434; do., carried one mile, 13,934,187.

TRIAL BALANCE, September 30, 1872.

Cash	\$74,382 50
Bills receivable	379,587 57
Construction	7,691,470 55
Dorchester and Milton Br. R. R. Co.	86,937 88
Granite Br. R. R. Co.	79,235 99
Shawmut Br. R. R. Co.	153,633 92
Cape Cod R. R. construction account	111,760 53
South Shore R. R. stock account	134,375 84
Real estate	298,953 00
Shop stock, fuel, iron rails, &c., on hand	153,057 97
Connecting lines	10,255 17
	\$9,123,650 92
Income	\$581,155 58
Bills payable	466,236 14
Capital stock	5,100,020 00
Premium on stock	13,486 24
Bonds due Sept. 1, 1874	1,000 00
" " " 1, 1884	32,000 00
" " " 1, 1876	1,000,000 00
" " April 1, 1875	458,000 00
" " Aug. 1, 1877	1,450,000 00
Government tax	4,865 63
Agents' department	8,401 34
Unpaid dividends	8,485 99
	\$9,123,650 92

President.—ONSLow STEARNS.

Directors.—Onslow Stearns, Uriel Crocker, Benjamin Finch, Charles F. Choate, Oliver Ames, Samuel L. Crocker, Jacob H. Loud, Richard Borden and Royal W. Turner.

Treasurer.—JOHN M. WASHBURN.

Superintendent.—W. H. BULLOCK.

The contract for the grading, masonry and bridging of the first and sixth divisions of the Baltimore and Drum Point Railroad has been given to Messrs Crowley, Dickinson & Co., of Baltimore, they being the lowest responsible bidders. These two divisions are twenty-two miles in length, the first division being from Camp Parole, near Annapolis, to Butler's Tavern, a distance of ten miles, and the sixth from Drum Point to St. Leonard, a distance of twelve miles. The contracts will be at once completed and the work

begun and pushed forward. The successful bidders for this work also have the building of the narrow gauge railway to Towson town.

#### Railway Improvement.

##### A NEW ERA IN RAILROADING.

A history of the railroads of America, if properly compiled, would furnish a volume of remarkable interest. If we could bring from the debris of time the faces and history of those who first projected, and those who followed them in the work of perfecting the present system of rapid transit, what a field of study would here be presented. In the front rank, ever striking boldly forward, we would meet those who have persistently striven for the first principles, while in the rear guard would come the humanitarians, ever laboring to modify, systematize, perfect and render safe the conceived ideas and labors of their predecessors. While the former have been foremost in the fight, vigorously trampling down old theories in their zeal for the cause of improvement, the latter have been looking after the ambulance train and caring for the wounded. Among this latter class we would place all those who have labored to establish the present degree of safety in railway travel, the solidity of tracks and stability of bridges, the completeness of engines and cars in point of speed, safety and comfort, and the avoidance of fatal accidents. If our railway engines and cars would always stay on the track; if we never met with collisions and people would keep off the tracks, there would be no fatal accidents to record; but our railway system has not yet reached that degree of perfection, and our lenient state laws continue to permit people to expose themselves to the dangers of tracks and crossings.

There are certain mechanical laws, the violation of which greatly increases the dangers of derailment, and that violation is unavoidable where the old system prevails of making up trains with slack links and couplings, which create the dangerous zigzag motion of cars known among railroad men as oscillation, and from which many serious accidents have occurred.

Our tracks are built with a wider spread than the tread of the wheels, in order to allow of trending and rounding of curves. The bolster-hangers also swing longitudinally, and these add greatly to the swaying of the cars while in motion, thus augmenting the danger of what is known as "worming the rail," or, when from sudden rebound, caused by a slight depression or rise of the track, the lateral thrust of the wheel against the rail exceeds the vertical bearing, the wheel mounts the rail, thus producing what is termed "worming." Very many such cases have happened; the direct results of oscillation. This great and seeming necessary defect in our railway trains for many years engaged the attention of our best managers, and various experiments were tried by which to correct it, but for a time all were failures. The English rail-cars are not so affected for the reason that they are screwed together firmly instead of being coupled with slack links and draw-irons. The system of screwing cars together prevents oscillation, but cannot be adopted upon our roads, owing to the small radius of their curves; but there is a device, now being universally adopted here, which is a complete remedy for oscillation, and is at the same time

perfectly applicable to all American railroads. It is known among railroad men as the "Miller Platform," combining an Automatic self-coupler, a Compression Buffer and a combination of mechanical principles, so arranged as to give the platform a strength which withstands the heaviest blows, renders the coupler easy to operate, provides a safe walk from car to car, and is as enduring as the car itself. With these improvements there is no oscillation, no telescoping of cars, no falling between platforms nor any danger from making-up trains, as there is no going between the cars to couple them. They have now been in use nearly seven years, and though numerous accidents have occurred to trains of which the cars were equipped with these platforms, no serious results are known to have happened and in no instance has a platform been broken. The great passenger lines from this city to the West, even to California—with the exception of the Pennsylvania Central—are using these appliances, and cases of fatal accident have become almost entirely unknown upon them. All the Wagner cars are equipped with them and also the Pullman cars, with the exception of the Pennsylvania road, and this accounts for the recent case of telescoping Pullman cars for the first time, which recently occurred on that line.

The word telescoping, as used in this sense, is purely American, as only on American roads has this kind of accident been known. But we remark—and the monthly reports of accidents bear us out in the truth of the assertion—that this kind of accident is rapidly decreasing, and in time will become wholly unknown in the reports of railway accidents in this country: And why? Because we are making progress! We are approaching a better and safer system of making up passenger trains, a system that will entirely prevent the forementioned causes of accident—and they cover nine-tenths of all the fatal cases upon our roads—a system that will demand uniformity in cars, in tracks, in size of trains, in the protection of crossings, and the adoption of the Miller Platform and the best-known brake on all passenger cars. With these cheering results of the labors of years spent in experimenting, may we not take courage and hail with joy the incoming era of the new birth which this picture presents.

#### The Coal Trade.

By an examination of the reports of the several coal-carrying companies we find that the Reading Railroad returns a tonnage for the week ending on the 14th instant of 199,141 tons, and for its financial year to same date, 223,984 tons against 199,141 tons in corresponding time last year—a decrease of 24,843 tons. The Lehigh Valley Railroad reports a tonnage for the week of 65,407 tons, and for the year 127,856 tons, against 150,823 tons to same time last year—a decrease of 22,467 tons. The Delaware, Lackawanna and Western reports a tonnage for the week of 53,734 tons, and for the year of 2,740,757 tons, against 1,803,273 to corresponding time last year—an increase of 937,484 tons. The tonnage from Shamokin for the week was 6,587 tons, and for the year 550,071 tons against 614,823 tons to corresponding time last year, showing a decrease of 64,752 tons. The shipments by the Central Railroad of New Jersey for the week were 36,123 tons—for the year 2,491,338 tons, against 2,075,928 tons to corresponding time last year an increase of 415,410 tons. Of the above tonnage there was sent by the Lehigh Canal 6,720 tons for the week, and for the season 865,508 tons, against 604,345

tons to same time last year—an increase of 261,163 tons. The Pennsylvania Coal Company reports a tonnage for the week of 23,560 tons, and for the year 1,182,475 tons, against 761,907 tons to corresponding date last year, an increase of 420,567 tons. The Delaware and Hudson Company reports a tonnage for the week of 27,994 tons, and for the year 2,711,855 tons, against 1,764,695 tons to same time last year, showing an increase of 947,160 tons. The Huntingdon and Broad Top Mountain Railroad Company reports a tonnage for the week of 9,269 tons, and for the year of 801,973 tons, against 310,814 tons to same date last year, showing a decrease of 8,841 tons. The Pennsylvania and New York Railroad reports an anthracite tonnage for the week of 11,224 tons, and for the year 22,569 tons, and a bituminous coal tonnage for the week of 5,168 tons, and for the year 9,733, being a total tonnage for the week of 16,393 tons, and for the year 32,302 tons, against 31,694 tons to same time last year, a decrease of 608 tons.—*Phila. Ledger.*

#### Boston and Providence Railroad.

The earnings of this road for the years ending September 30, 1871 and 1872, were as follows:

	1871.	1872.
From passengers....	\$761,517 98	\$882,261 38
" freight.....	604,196 39	772,738 41
" rents.....	12,398 44	12,299 84
" expresses....	26,979 27	30,555 23
" mails.....	6,145 51	9,613 54
" interest, etc..	3,043 27	6,426 02
" dividends....	1,200 00	2,505 00
	\$1,415,480 86	\$1,716,399 42
Expenses, viz:		
Repairs of road.....	\$78,942 62	\$95,528 35
Sleeper account.....	23,213 54	23,077 34
New iron rails.....	28,122 53	39,398 74
New steel rails....	25,664 52	29,298 29
Repairs and renewals of locomotives.....	74,447 44	88,891 15
Repairs and renewals of cars.....	120,049 41	171,139 55
New station houses, fixtures and repairs....	95,248 19	142,753 88
New bridges and repairs	15,385 52	31,567 19
Fence account.....	4,655 69	10,823 94
Snow account.....	1,848 16	1,214 36
Gratuities and damages.	13,916 18	8,040 76
Passenger department..	109,212 44	153,762 16
Freight department....	145,631 69	172,166 34
Wood, coal and water..	99,844 54	114,836 69
Miscellaneous expenses.	22,019 38	22,936 42
Switch and gatemen....	28,538 05	32,205 81
Taxes and insurance...	34,743 69	36,405 19
Oil and waste.....	14,957 89	13,124 06
Telegraph expenses....	651 25	975 28
Rent of Attleborough Branch Railroad....	8,778 34	.....
State tax.....	44,148 70	42,906 96
	\$985,019 67	\$1,251,052 59

Balance carried to income account.... \$430,461 19 \$465,346 83  
Add balance from previous year... 357,575 55

Total..... \$822,922 38

From which deduct—

Dividends paid May 1, and November 15, 1872, 5 per cent. each..... 395,000 00

Balance to net account..... \$427,922 38

The Directors submit to the Stockholders the accompany accounts of the Treasurer, showing in detail the operations of the Road and the condition of the affairs of the Corporation for the year ending on the 30th day of September last.

They feel assured that these statements will repay a critical examination; exhibiting as they do, the complete record of a year of marked prosperity in every department of our operations. While furnishing the most satisfactory evidence of the substantial character of the property of the Corporation, they exhibit also, the solid basis of

local and through traffic on which it rests, and which it has been their endeavor to foster in just proportions. The gratifying results of their policy in this respect, which has been as steadily pursued as it has been distinctly declared in their former reports, will be apparent to the Stockholders, in the proof these tables disclose of the sound condition of all the interests entrusted to their charge and management.

It will be seen that the gross earnings of the Road for the year have amounted to the unprecedentedly large sum of \$1,716,399 42—an excess over those of the last year of \$302,523.16. The total expenditures for the year, proportionately increased of course by the large increase of our business, and embracing, as will be seen, in addition to the ordinary operating expenses of Road, many items of extraordinary outlay, have been \$1,251,052 59—leaving a net income of \$465,346, 83, as against the net income of the preceding year of \$430,461 19.

We have thus been enabled, after providing for the payment of our customary dividends, to meet from the surplus of our earnings, all the reasonable requirements of the public, in furnishing greater facilities comforts and safeguards, both in travel and transportation, and at the same time to secure essential improvements which the present and prospective wants of the Road have rendered necessary; many of which are of a permanent character, adding largely to the permanent value of the property of the Corporation. In this connection it is obvious to remark, that the large proportion which the expenditures of a Railroad Corporation bears to its gross receipts is in some degree a test of its real prosperity and of its proper management. The constantly recurring claims of the public for more facilities, both in the opening of new channels of traffic and in the increase in the number of trains, and of the best equipment for all of them, and in the adoption of new improvements and safeguards which the inventive faculty of our people is daily offering as indispensable to every well managed railway, constitutes a large and growing tax upon the earnings of the most prosperous roads. We have a striking illustration of this inevitable increase of expenses in the experience of the last year; during which we have transported 540,266 passengers more than in the year next preceding it, have carried 203,168 tons more of freight, and the greater distance run by our locomotives in the same period is, 115,117 miles.

Referring to the tables for the respective amounts expended for objects not coming within the range of ordinary operating expenses, a brief summary of them, taken in connection with the proportion exhibited between our gross earnings and our net income, will prove to the most exacting advocate of the rights of the public in these quasi public corporations, that the managers of this Corporation have not been wanting in the largest liberality towards those who have had occasion to use the road either as passengers or freighters;—and this policy, which has repeatedly received the sanction and approval of the Stockholders, it is to be hoped will be continued by those who have the direction of its affairs, until it fairly earns the title, which no railroad in this country has yet reached, of a "perfect road" in all its appointments and its management.

Among the most conspicuous of the expenditures of the character above stated, is the cost of erecting new Station Houses along the line of the road. Of these, there have been completed during the year, one at Pawtucket in connection with the Providence and Worcester Railroad Co., one at Dodgeville, one at Boylston Station, one at Hyde Park, and one at Heath Street in Boston. We have now in process of construction, one at the corner of Camden Street in Boston, one at Forest Hills, and one at Attleboro' in connection with the Taunton Branch Railroad Co.

In addition to these we are now diligently engaged in forwarding with all practicable despatch the erection of our principal passenger station house in Boston; rendered necessary by the sale to the City of Boston, of the principal portion of



the site of the present structure, of which the Stockholders were informed in the last annual report. It is premature to speak of the character or cost of this edifice. But it is proper to say, that the Directors have determined to carry out what they believe to be the wishes of the Stockholders, in making it in every respect a model structure, adapted to all the uses of the Corporation and the public in the future as well as the present, worthy of the commanding and eligible site on which it will stand, in harmony with its spacious and attractive surroundings, and an ornament to the City, whose wise and liberal policy in reference to this locality constrains us to meet them in a spirit of corresponding liberality. After its completion, and the erection of a new passenger station at Readville, which will be commenced in the Spring, the hope that was expressed in the report of the last year, "that before the close of the year 1873 we shall have rebuilt every station on the line of the road, thereby terminating all our extraordinary expenses in that department for years to come," will be fulfilled.

The purchase of considerable parcels of land adjoining our premises in Boston and in other localities, which the exigencies of our business or the prospect of a near future rendered important to us, constitutes another item of the expenditures before referred to. In regard to all these purchases we have been extremely fortunate, both in the circumstances surrounding them and in the prices paid for them.

The removal of the old car house in Boston from the site of the new passenger station, required the erection of another without delay. We have accordingly built on the land of the Corporation, near Ruggles street and in convenient proximity to our machine shops, at a very moderate cost, by utilizing the roof of the old freight house which was found to be in excellent condition, a commodious brick structure with a capacity for housing twenty-four long passenger cars.

Beside keeping up our equipment to a better condition than it has ever been in before, substituting new freight cars for all that have been destroyed or become unserviceable, in addition to those hereafter specified—thus more than covering depreciation in this rapidly depreciating class of railroad equipment, without including any of the new ones mentioned. We have added to our stock four new first class locomotives, eleven new passenger cars, and one hundred and five new freight cars.

Among the items of increased expenditure in the operation of the road, the running of an increased number of trains before adverted to, is one to which the Directors desire to call the more particular attention both of the Stockholders and the public, as it does not appear in the Treasurer's accounts as a separate item, but is necessarily included in the general charges for freight and passenger business. Since the last annual report, the Third Track, to which reference was then made as approaching completion, has been put in operation; and notwithstanding the increased facilities given by it to our suburban travel in the large number of trains run over it daily, for nearly the whole year, we have, in addition to all these, established six new trains for the convenience of the general travelling public. When the large expense attending the running of every new train is considered, the proportion before alluded to, in which the public shares with the Stockholders every fresh access of prosperity to the road is seen in a striking manner, and should make the former disposed to promote that prosperity at least equally with the latter, even on selfish grounds.

An opportunity having arisen during the year to place the relations of this Corporation with the Stoughton Branch Railroad upon a more satisfactory basis, the Directors promptly availed themselves of it, and took such steps to secure it as will leave the Stockholders at liberty to adopt their action or otherwise, as they may elect. This will be made the subject of a special communication to the Stockholders, for them to take such

course in reference to it as they may deem expedient.

In concluding this Report, the Directors deem it but just to a most exemplary efficient and trustworthy body of men, many of whom have been reared from boyhood in the service of this Corporation, to bear their testimony to the fidelity with which the interests of the Stockholders have been served by their employes in every department of our operations, and to express their conviction, that whoever may be entrusted with the administration of its affairs, they can have no more reliable assurance for the continuance of its prosperity, than the zealous co-operation of those who have contributed so largely to it in the past.

#### TRIAL BALANCE, SEPTEMBER 30, 1872.

Construction and equipment.....	\$3,906,538 31
Cash and cash funds.....	11,534 31
Stoughton Branch Railroad stock..	85,400 00
Mansfield and Framingham Railroad stock.....	15,000 00
Real estate.....	148,141 78
City of Boston.....	325,000 00
Materials on hand.....	144,662 07
Balances due from other roads, etc.	97,123 24
	\$4,733,399 71
Capital stock.....	\$3,950,000 00
Unclaimed dividends.....	5,603 00
Dividend due Nov. 15th, 1872.....	197,500 00
Balances due to other roads, etc....	152,374 33
Income account.....	427,922 88
	\$4,733,399 71

President.—JOHN H. CLIFFORD.

Directors.—John H. Clifford, George W. Hallet, T. P. I. Goddard, Wm. R. Robeson, F. M. Weld, Joseph W. Balch, Henry A. Whitney.

Treasurer.—BENJ. B. TORREY.

Superintendent.—A. A. FOLSOM.

#### Atlantic, Mississippi and Ohio Railroad.

The Petersburg Index extracts the following figures from the annual report of the Atlantic, Mississippi and Ohio Railroad Company:

During the past year the floating debt of the various companies merged in the Atlantic, Mississippi and Ohio Railroad has been met and extinguished with a portion of the proceeds of the loan effected upon the bonds of the company.

In the road department there has been expended: on the Norfolk and Petersburg division, \$67,698 09; on the Southside division, \$387,761 57; on the Virginia and Tennessee division, \$508,791 09—total, \$909,250 75.

In the transportation department the receipts have been: from passenger trains, \$569,042 91; from tonnage trains, \$1,385,278 89—total, \$1,954,278 89. The transportation of passengers has increased during the year \$19,415, or 4½ per cent., while the freight transportation has increased \$48,668, or 4 per cent., this latter derived mainly from local business. The cost per mile of running the trains was this year 48.77 cents, against 58.61 cents the year before, a decrease of nearly 17 per cent., by which the improved condition of the road is fully shown. The gross revenue of the line has been \$1,969,053 06; its current expenses, \$1,284,725 14; balance, \$784,327 92—an increase of net revenue of over 15 per cent.

The Frankfort Yeoman says that the Frankfort, Paris and Big Sandy Railroad is to be seventy-five miles long, uniting with the Chesapeake and Ohio in Bath County, and extending to Frankfort. Towards its construction the county of Bath has subscribed \$150,000, Bourbon \$400,000, Scott \$350,000 already, and that it is now proposed that the city of Louisville shall subscribe \$500,000 and the county of Franklin \$100,000, to make a total of \$1,500,000, which is deemed sufficient to guarantee the construction of the line.

## THE INDIANA

AND

## ILLINOIS CENTRAL RAILWAY COMPANY'S First Mortgage 7 per cent. GOLD BONDS.

\$3,500,000.

This is an EAST AND WEST ROAD RUNNING ON THE 40TH PARALLEL FROM INDIANAPOLIS, IND., TO DECATUR, ILL., 152 miles; through the richest agricultural and mineral country of both states; and connecting at termini with the GREAT THROUGH ROUTES to the East and West.

It is the only East and West road in a belt averaging 30 miles wide, and passes through the best part of the rich

### BLOCK COAL FIELD

of Indiana, in which the COMPANY OWNS 2,000 ACRES OF BLOCK COAL LANDS. It owns, also, 90,000 acres of Farming lands.

\$1,400,000 IN CASH HAS BEEN ALREADY EXPENDED ON THIS ROAD, of which 30 miles in Illinois are finished and in operation. Fifty-five miles more, completing the Western Division, Decatur to the Coal Fields, will be completed this fall and the whole road in 1872.

Upwards of TWO MILLIONS OF DOLLARS more are pledged to the enterprise, partly by counties, towns and individuals along the line, but chiefly by wealthy capitalists, among whom are W. H. GUION (of WILLIAMS & GUION), SIDNEY DILLON, JAY COOKE & CO., CLARK, DODGE & CO., J. & W. SELIGMAN, VIBBARD, FOOTE & CO., and PAUL S. FORBES, of New York, BENJ. E. BATES, of Boston, HENRY LEWIS, of Philadelphia, and GEO. M. PULLMAN, of Chicago.

Bonds \$1,000 each, payable in 30 years, principal and interest in Gold, free of Government Tax. Sinking Fund 2½ per cent. on Gross Earnings.

For sale at 90 and accrued interest by the Financial Agents of the Co. (of whom pamphlets and information may be obtained.)

**Walker, Andrews & CO.,**  
NO. 14 WALL STREET.

The Denver and Rio Grande Railroad has recently opened its Arkansas Valley Branch, 88 miles long, to reach coal fields. The company has now 155½ miles of road in operation, all completed in 18 months.

The first train over the Warren and Venango Railroad arrived at Titusville on the 15th inst. from Dunkirk, N. Y. The distance over the road from that point is eighty-five miles, and the run was made in five hours.

The Massachusetts Central Railroad Company will at once commence surveys from its terminus in Weston to the Lexington and Arlington Branch of the Lowell Railroad.

## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Central Pacific (in gold):</b>													
1867.....	38,169	51,881	60,029	81,156	95,528	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868.....	64,463	86,937	81,396	96,481	106,836	164,729	259,690	251,832	262,770	296,422	286,562	342,743	2,300,787
1869.....	212,004	218,982	391,308	486,048	568,270	556,080	532,657	511,854	609,788	579,642	535,366	467,689	5,070,882
1870.....	413,104	394,176	448,332	633,768	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871.....	536,499	485,490	444,444	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872.....	634,480	546,487	863,060	951,200	1,221,625	1,222,140	1,175,295	1,283,297	1,332,220	1,375,425	1,299,900	.....	.....
<b>Chicago and Alton:</b>													
1865.....	280,503	275,283	299,063	258,480	322,278	355,270	335,955	409,251	401,253	357,956	307,919	236,824	3,840,092
1866.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,163
1867.....	243,787	167,832	235,961	282,165	335,510	342,358	354,244	415,982	408,996	426,752	369,102	330,169	3,892,861
1868.....	276,117	276,140	267,094	279,121	303,942	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,608,643
1869.....	343,182	316,099	388,727	328,390	345,833	402,854	351,045	493,232	606,623	468,212	397,515	340,851	4,681,563
1870.....	316,067	316,067	342,897	348,039	408,686	408,686	418,709	506,081	497,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	384,999	388,964	461,290	460,097	533,665	534,163	507,617	478,227	455,007	377,687	5,278,910
1872.....	372,316	329,170	378,021	381,644	440,467	435,192	482,987	672,331	496,062	643,518	464,916	.....	.....
<b>Chicago and Northwestern:</b>													
1863.....	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864.....	273,876	317,839	390,355	421,263	466,830	555,145	480,710	519,306	609,605	729,759	716,378	663,400	6,114,506
1865.....	541,005	482,164	499,296	468,358	556,623	747,942	702,091	767,508	946,707	932,683	754,671	647,842	7,976,490
1866.....	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867.....	606,147	674,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869.....	892,063	1,112,190	1,142,106	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,371,780	1,140,145	845,708	13,556,467
1870.....	706,025	763,782	855,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,087,964	773,494	12,203,401
1871.....	655,428	602,482	774,994	787,641	1,094,101	952,899	851,840	1,099,337	1,281,574	1,047,818	1,067,235	852,422	11,008,277
1872.....	774,856	714,122	840,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
<b>Cleveland, Col., Cin. and Indianapolis:</b>													
1868.....	242,205	226,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	202,798	230,061	2,918,342
1869.....	204,112	180,840	247,661	247,661	241,456	259,408	253,367	341,783	320,025	298,615	271,555	242,621	3,095,996
1870.....	203,069	226,897	244,182	246,046	290,169	274,021	249,555	319,012	317,887	339,239	319,573	284,156	3,273,719
1871.....	273,751	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	327,538	318,626	354,766	360,960	378,493	.....	219,009	404,286	.....	428,598	356,914	.....	.....
<b>Illinois Central:</b>													
1864.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865.....	571,536	528,972	616,665	616,608	660,573	617,652	578,403	747,469	739,736	641,589	643,887	618,088	7,181,208
1866.....	603,053	605,266	605,465	411,095	569,250	567,079	490,626	678,253	671,243	661,971	588,219	504,066	6,546,741
1867.....	647,120	624,871	477,071	440,271	477,027	616,498	525,242	709,127	733,530	823,901	727,810	613,329	7,166,992
1868.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869.....	609,138	524,603	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870.....	623,383	661,789	601,826	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871.....	624,744	629,617	563,598	620,223	713,162	718,722	707,992	836,041	890,287	763,184	753,438	688,131	8,401,142
1872.....	642,466	627,068	672,175	547,938	636,373	641,410	616,680	765,256	759,967	863,746	681,332	.....	.....
<b>Marietta and Cincinnati:</b>													
1866.....	90,411	85,447	84,351	81,181	96,388	108,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,229
1867.....	14,136	78,976	92,910	92,768	90,526	96,585	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868.....	92,453	81,569	98,482	108,461	96,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,066
1869.....	98,517	91,669	103,558	109,626	111,033	118,048	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870.....	90,177	96,275	101,379	106,240	110,213	111,117	111,127	118,407	132,998	153,551	144,023	141,576	1,418,899
1871.....	130,883	126,224	140,740	118,173	119,650	115,115	115,572	137,341	166,191	175,438	172,667	169,820	1,690,714
1872.....	152,577	142,408	160,784	145,858	168,717	164,587	149,550	162,621	191,841	208,977	207,911	.....	.....
<b>Michigan Central:</b>													
1865.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,070	328,870	4,520,550
1866.....	282,439	265,796	337,158	343,737	365,196	335,058	324,866	359,646	429,161	493,640	444,004	308,669	4,260,115
1867.....	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868.....	343,316	304,315	326,880	415,758	399,236	325,501	321,013	392,942	456,773	511,820	410,826	309,671	4,509,251
1869.....	384,120	320,636	356,527	411,514	403,046	366,023	329,590	353,659	473,546	490,772	448,410	374,542	4,744,164
1870.....	337,992	329,128	384,431	412,039	409,283	363,187	326,891	378,880	467,980	511,447	453,873	387,827	4,755,958
1871.....	418,755	442,665	441,685	470,703	480,547	427,095	422,516	529,890	628,660	582,802	535,506	.....	.....
1872.....	608,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Milwaukee and St. Paul:</b>													
1867.....	319,763	240,755	261,143	316,296	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	428,323	5,683,608
1868.....	369,228	321,203	333,608	436,412	555,718	458,191	423,598	522,682	1,024,045	1,037,464	559,917	468,880	6,517,048
1869.....	454,590	330,400	420,951	490,288	630,844	678,923	586,531	625,547	724,732	1,040,102	801,135	496,531	7,250,099
1870.....	396,171	382,823	377,671	443,132	770,700	755,737	636,434	601,020	808,318	905,313	791,014	629,721	7,420,421
1871.....	390,760	327,431	400,149	453,884	602,598	658,017	481,115	606,557	815,344	841,150	644,025	473,235	6,990,695
1872.....	460,985	387,625	426,192	474,188	580,432	591,901	488,548	565,729	811,091	950,945	732,818	.....	.....
<b>Ohio and Mississippi:</b>													
1864.....	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,811,077
1865.....	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,343	372,618	412,553	284,319	3,795,065
1866.....	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	262,426	221,613	3,580,568
1867.....	242,793	219,065	279,647	284,729	282,939	240,135	254,633	322,521	365,371	379,367	336,066	262,653	3,459,319
1868.....	211,973	231,351	265,905	262,149	204,620	217,082	194,455	237,557	307,122	353,329	274,637	233,861	2,904,041



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS

## HORSE PASSENGER RAILROAD SHARE LIST

## PASSENGER RAILROAD BONDS.

Years ending.	Length, track equiv. single.	Horses and Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.		Value of Shares.			COMPANIES.	Amount out-standing.	Inter. st. Rate.	Payable.	Principal Payable.	Market Price.
							Bonded Debt.	Floating Debt.	Gross.	Net.	Par.	Paid.	Market.								
Sept. 30, '71	7.25	102	16	Albany (N.Y.)	167,800	111,400	40,000		63,640	16,449	10	100	100	100	Albany: 1st Mortgage.....	40,000	7	J. & J.	1883	....	
Sept. 30, '71	1.04			Albany st. Freight (B'ton). Mass.	48,709	75,000		155	2,856	657		100	100	100	Bleeker St. & Fulton Ferry: 1st Mortgage.....	681,000	7	M. & N.	1890	....	
Oct. 31, '71	7.25	12		Allentown (Pa.)	31,452	192,750			10,801	2,985		100	100	100	Broadway (Brooklyn): 1st Mortgage.....	694,000	7	J. & J.	1880	....	
Sept. 30, '71	11.83			Avenue C (N.Y. City) (N.Y.)	513,286	500,000	681,000	163,841	161,424	11,753		100	100	100	Broadway and 7th Avenue: 1st Mortgage.....	100,000	7	J. & J.	1881	....	
Sept. 30, '71	22.00	449	58	Bleeker st. & F.F. (N.Y.C.) (N.Y.)	1,775,049	900,000	694,000	11,282	302,393	69,430	6.8	100	100	100	Brooklyn City: 1st Mortgage.....	600,000	7	J. & D.	1884	....	
Sept. 30, '71	4.63			Boston and Chelsea (Mass.)	110,000	110,000			5,800	7,359		100	100	100	Brooklyn City & Newtown: 1st Mortgage.....	300,000	7	J. & J.	1872	....	
Sept. 30, '71	1.25			Boston & West Roxbury (Mass.)	56,132	41,000			143,794	25,445	9	100	100	100	Br'klyn City & Pros. Park: 1st Mortgage.....	25,000	7	J. & J.	1881	....	
Sept. 30, '71	10.76	276	52	Broadway (Brooklyn) (N.Y.)	309,000	200,000	100,000	9,859	775,190	235,915	8	100	100	100	Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1881	....	
Sept. 30, '71	7.00	775	109	B'dway & 7th Av. (N.Y.C.) (N.Y.)	3,632,053	1,000,000	165,559		41,166	8,501		100	100	100	Central Park, N. & E. River: 1st Mortgage.....	550,000	7	F. & A.	1882	....	
Sept. 30, '71	10.35			Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000		19,524	7,475	20.0	100	100	100	2d Mortgage.....	200,000	7	M. & N.	1890	....	
Sept. 30, '71	72.00	1479	297	Brooklyn City (N.Y.)	2,082,804	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100	100	Citizens' (Phg.): 1st Mortgage.....	60,000	7	J. & J.	1879	....	
Sept. 30, '71	16.50	194	42	Brooklyn City & Newtown (N.Y.)	636,730	400,000	200,000	8,829	164,737	34,200		100	100	100	Coney Island & Brooklyn: 1st Mortgage.....	215,000	7	J. & J.	1873	....	
Sept. 30, '71	19.35			B'klyn City, Hun. P. & P.P.N.Y.	616,730	300,000	300,000	29,197	183,932	23,518		100	100	100	D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7	M. & B.	746	....	
Sept. 30, '71	16.20	201	59	Buffalo street (N.Y.)	429,557	377,000	73,000	19,237	81,514	8,092		100	100	100	Eighth Avenue (N.Y.): 1st Mortgage.....	203,000	7	J. & J.	1881	....	
Sept. 30, '71	11.50	92	17	Bushwick (Brooklyn) (N.Y.)	324,012	302,000	52,000	2,018	69,091	69,091	13.5	100	100	100	42d st. & G'd st. Ferry (N.Y.): 1st Mortgage.....	215,000	7	A. & O.	1873	....	
Sept. 30, '71	33.51	20		Cambridge (Boston) (Mass.)	740,904	740,000	150,000		69,091	69,091	13.5	100	100	100	Frankford and Southwark: 1st Mortgage.....	175,500	7	J. & J.	1877	....	
Sept. 30, '71	1.74	20		Central City (Syracuse) (N.Y.)	29,006	21,130	6,000		19,524	7,475	20.0	100	100	100	2d Mortgage.....	51,500	7	M. & N.	1891	....	
Sept. 30, '71	4602	142		Cent. P. & N.E.R. (N.Y.C.) (N.Y.)	1,629,175	1,065,400	626,000	83,746	590,245	131,313		100	100	100	Germantown: 1st Mortgage.....	250,000	7	J. & J.	1879	....	
Oct. 31, '71	7.82	352		Citizens' (Phila.) (Pa.)	212,820	192,750			313,002	94,494	27.7	50	194		2d mortgage.....	100,000	7	A. & O.	1884	....	
Oct. 31, '71	7.82	170		Citizens' (Pittsburg) (Pa.)	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46		Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	J. & J.	1877	....	
Sept. 30, '71	14.85	222		Coney Island (Brooklyn) (N.Y.)	647,363	500,000	215,000	40,593	160,178	14,687		100	100	100	Green and Coates street: 1st Mortgage.....	100,000	7	J. & J.	1878	90	
Sept. 30, '71	10.36	834	116	Dry Dock, E.B. & B. (N.Y.C.) (N.Y.)	937,943	700,000	700,000		698,241	179,551		100	100	100	Hart. Br. Morris' & Fordh.: 1st Mortgage.....	137,000	7	J. & J.	1877	....	
Sept. 30, '71	11.75	37		East New York & Jamaica (N.Y.)	259,668	175,800	52,700	1,632	26,554	5,460		100	100	100	Hestonv. Mantua & Fairm.: 1st Mortgage.....	125,000	7	J. & D.	1880	....	
Oct. 31, '71	1.63	13		Easton and S. Easton (Pa.)	25,962	29,632			9,757	2,658	5	25	25		Lombard and South st. (Ph.): 1st Mortgage.....	62,500	7	....	1883	....	
Sept. 30, '71	18.00	877	109	Elmira Avenue (N.Y. City) (N.Y.)	1,500,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	100	Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J. & J.	1885	....	
Oct. 31, '71	5.25			Elmira and Horseheads (N.Y.)	43,000	22,500		3,200	(Not in opera.)			100	100	100	Marginal Freight: 1st Mortgage.....	500,000	7	A. & O.	1871	....	
Oct. 31, '71	2.20	20		Elrie City (Pa.)	36,957	19,807	20,458		14,371	3,268		100	100	100	Malden and Melrose: 1st Mortgage.....	60,000	6	A. & O.	1880	....	
Oct. 31, '71	5.00	72		Federal St. & Pl. Val. (Phg.) (Pa.)	93,000	68,000	25,000		41,167	7,504	25	25			Middlesex (Boston): 1st Mortgage sinking fund	99,500	6	J. & D.	1884	....	
Sept. 30, '71	2.70			Fifth Ward (Syracuse) (N.Y.)	46,799	29,285	10,000	2,800	12,612	1,163		100	100	100	2d Mortgage.....	25,000	7	J. & J.	1874	....	
Sept. 30, '71	9.63			42d st. & Gr'd st. (N.Y.C.) (N.Y.)	1,054,679	745,000	215,000		362,619	97,698	6.5	100	100	100	Ninth Avenue (N.Y.): 1st Mortgage.....	167,000	7	J. & J.	1876	....	
Oct. 31, '71	17.04	366	52	Frankford & Southwark (Ph.) (Pa.)	830,364	491,750	227,000	80,000	335,899	92,869	6	50	58		Orange and Newark: 1st Mortgage.....	200,000	6	J. & J.	1876	....	
Sept. 30, '71	3.25	22		Genesee & Water st. (Syr.) (N.Y.)	59,926	42,500	12,700		13,924	2,226	100	100	100		2d Mortgage.....	200,000	6	J. & J.	1876	....	
Oct. 31, '71	34.25	306		Germantown (Phila.) (Pa.)	662,270	307,545	350,000		363,583	88,100	19.5	50	30		Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	A. & O.	1884	....	
Oct. 31, '71	5.40	108		Girard College (Phila.) (Pa.)	177,497	170,000			217,573	55,592	17.6	50	17		Lynn and Boston: 1st Mortgage.....	50,000	7	J. & J.	1885	....	
Sept. 30, '71	9.00	93		Gr'd st. & Newtown (B'k'n) (N.Y.)	304,532	170,000	90,000	20,000	94,496	7,771		100	100	100	Green and Coates street: 1st Mortgage.....	100,000	7	J. & J.	1878	90	
Oct. 31, '71	8.00			Gr'd St. Prop. Pl. & Flatbush (N.Y.)	400,000	200,000	200,000	14,000	(Not in opera.)			100	100	100	Hart. Br. Morris' & Fordh.: 1st Mortgage.....	137,000	7	J. & J.	1877	....	
Oct. 31, '71	7.25	196		Green and Coates st. (Phila.) (Pa.)	244,441	100,000	150,000		172,537	44,368	26.7	50	15		Hestonv. Mantua & Fairm.: 1st Mortgage.....	125,000	7	J. & D.	1880	....	
Oct. 31, '71	2.14	11		Harrisburg City (Pa.)	60,249	41,995	12,604	1,240	85,554	27,609	100	100	100		Lombard and South st. (Ph.): 1st Mortgage.....	62,500	7	....	1883	....	
Sept. 30, '71	10.00	120		Hartm. Br. Morr. & F'dham. (N.Y.)	254,295	125,540	137,000		310,958	105,646	13.5	50	19		Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J. & J.	1885	....	
Oct. 31, '71	30.40	362		Hest. Mant. & F'mount (Ph.) (Pa.)	385,016	299,424	133,100		22,809	5,424	3.7	100	100	100	Marginal Freight: 1st Mortgage.....	500,000	7	A. & O.	1871	....	
Sept. 30, '71	3.56	31		Kingston and Rondout (N.Y.)	80,291	75,000			95,950	28,513	11.9	25	10		Malden and Melrose: 1st Mortgage.....	60,000	6	A. & O.	1880	....	
Oct. 31, '71	5.20	114		Lombard and South st. (Ph.) (Pa.)	170,181	105,000	62,500		92,185	2,182		100	100	100	Middlesex (Boston): 1st Mortgage sinking fund	99,500	6	J. & D.	1884	....	
Sept. 30, '71	4.04	57		Lowell Horse (Mass.)	75,904	55,530		4,500	32,185	2,182		100	100	100	2d Mortgage.....	25,000	7	J. & J.	1874	....	
Sept. 30, '71	11.62	235		Lynn and Boston (Mass.)	277,311	200,000	50,000	1,900	177,507	10,213		100	100	100	Ninth Avenue (N.Y.): 1st Mortgage.....	167,000	7	J. & J.	1876	....	
Sept. 30, '71	3.60	235		Malden and Melrose (B'tn). Mass.	60,246	200,000						100	100	100	Orange and Newark: 1st Mortgage.....	200,000	6	J. & J.	1876	....	
Sept. 30, '71	1.07			Marginal Freight (Boston). Mass.	1,040,556	500,000	500,000	36,328	2,400	1,923		100	100	100	2d Mortgage.....	200,000	7	F. & A.	1876	....	
Sept. 30, '71	3.46			Medford & Charlestown (B'tn). Mass.	34,600	21,000	4,000		39,262			100	100	100	3d Mortgage.....	154,000	7	A. & O.	1885	....	
Sept. 30, '71	5.27	48		Merrimac Valley (Mass.)	63,000																



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. .... 100	\$3,087,800	J. & J.	Jan. '73 34	Long Island. .... 50	3,000,000	M. & S.	Sept. '71 3	Warren (N. J.) .... 100	\$1,800,000	J. & D.	Dec. '71 34
Allegheny Valley .... 50	2,248,350	J. & J.	July '71 4	Louisv., Cin. and Lex. 50	1,823,483	J. & J.	July '69 3	Warwick Valley .... 100	225,000	A. & O.	Apr. '72 24
Atlanta and West Point. 100	1,232,206	J. & J.	July '71 4	Louisv. " pref. 100	1,648,700	J. & J.	July '72 44	West Jersey .... 100	1,205,000	F. & A.	Aug. '72 4
Atlantic and Gulf .... 100	3,691,200	J. & J.	July '71 34	Louisville & Nashville. 100	9,980,000	F. & A.	Aug. '73 4	Winchester & Potomac* 100	180,000	J. & J.	July '72 3
Atlantic and St. Law.* 100	2,494,900	M. & S.	Sept. '72 2	Louisv., N. Alb. & Chi. 100	3,000,000	J. & D.	Dec. '70 3	Winchester & Strasburg* 100	500,000	J. & J.	July '72 34
Atlantic and St. Law.* 100	1,500,000	M. & S.	Sept. '72 2	Lowell and Lawrence .... 100	200,000	A. & O.	Oct. '72 3	Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '73 45
Ayon, Genesee & Mt. M.* 100	194,250	A. & O.	Oct. '72 11	Lykens Valley .... 20	600,000	F.M.A.N.	Aug. '72 24	HORSE-POWER R. R.			
Baltimore and Ohio .... 100	13,151,962	M. & N.	Nov. '72 5	Macon and Western .... 100	2,500,000	J. & D.	Dec. '71 5	Albany City .... 100	110,330	—	—
Washington Br. pref. .... 100	1,650,000	A. & O.	Oct. '72 5	Maine Central .... 100	3,400,500	—	—	Baltimore City .... 100	800,000	F. & A.	Aug. '72 1
Parkersburg Br. pref. .... 100	5,680,685	J. & J.	Oct. '72 5	Manchester and Law. .... 100	1,000,000	M. & N.	Nov. '72 5	Bleeker St. & Fy. (N.Y.) 100	900,000	—	—
Berkshire* .... 100	600,000	J. & J.	Oct. '72 0	Marietta & Cincinnati. 50	1,372,891	—	—	Boston and Chelsea .... 100	110,000	A. & O.	Oct. '72 4
Blossburg & Corning.* 50	250,000	J. & D.	Dec. '72 24	" 1st pref. 50	8,130,719	M. & S.	Sep. '66 38	Broadway (Brooklyn) .... 100	200,000	J. & J.	July '72 3
Boston and Albany .... 100	10,664,100	M. & N.	Nov. '72 5	" 2d pref. 50	4,460,368	M. & S.	Sep. '66 38	Broadway & 7th Av. (N.Y.) 100	2,100,000	J. & D.	Jun. '70
Bos., Clin. & Fitch. pref. 100	633,200	J. & D.	Nov. '72 5	Massachusetts* .... 100	4,000,000	F. & A.	Aug. '72 3	Brooklyn City & Newt. .... 100	1,500,000	F.M.A.N.	Nov. '72 3
Agricultural Br. guar. .... 100	60,000	J. & D.	Dec. '72 3	Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3	Brooklyn City & Jamaica. 100	600,000	J. & J.	July '70
Bost. Conc. & Mont.* pref. 100	800,000	M. & N.	Nov. '72 3	Michigan Central .... 100	14,065,848	J. & J.	July '72 5	Bushwick (Brooklyn) .... 100	485,104	J. & J.	Oct. '72 4
Boston and Lowell .... 500	2,215,000	J. & J.	Jan. '73 4	Mill Creek & Minehill* 50	323,375	J. & J.	July '72 5	Cambridge .... 100	727,200	A. & O.	Oct. '72 4
Boston and Maine .... 100	6,000,000	M. & N.	Nov. '72 5	Milwaukee and St. Paul. 100	11,822,878	J. & J.	Dec. '70 78	Cent. Park, N. & E. Riv. .... 100	1,068,400	A. & O.	Oct. '68 24
Boston and Providence. 100	3,950,000	M. & N.	Nov. '72 5	" pref. 100	10,825,103	F. & A.	Aug. '72 34	Citizens' (Phil.) .... 5	600,000	J. & J.	July '72 7
Buffalo, N. Y. & Erie* 100	960,000	J. & D.	Dec. '72 34	M. Hill & Schuy. Hav.* 50	3,856,450	J. & J.	July '72 34	Citizens' (Pbg.) .... 50	200,000	M. & N.	Nov. '71 7
Burlington and Mo. Riv. .... 100	1,380,000	J. & J.	July '72 4	Morris and Essex* .... 50	11,900,950	J. & D.	Dec. '72 34	Coney Island & Brookl. 10	1,200,000	F.M.A.N.	Aug. '72 2
" pref. 100	1,083,400	J. & J.	July '72 4	Nashua and Lowell .... 100	800,000	M. & N.	Nov. '72 5	D. Dock, E. B'dw. & Bat. .... 100	1,000,000	J. & J.	Oct. '71 3
Camden and Amboy* 100	5,847,800	J. & J.	Oct. '72 24	Naugatuck .... 100	1,864,400	F. & A.	Feb. '71 5	Elizabeth and Newark .... 100	200,000	M. & N.	Nov. '71 5
Camden and Atlantic .... 50	377,100	—	—	Nesquehoning Valley* 50	1,000,000	M. & N.	Sep. '72 5	42nd St. & G. St. Ferry. 104	748,000	J. & J.	July '72 4
" pref. 50	752,700	J. & J.	Oct. '72 34	Newark and N. York* 100	977,400	J. & J.	Jan. '72 34	Frank & Southw. (Ph.) 50	491,750	J. & J.	July '72 3
Cape Cod .... 50	915,577	J. & J.	Jan. '72 34	N. Bedford & Taunton. 100	600,000	M. & N.	Nov. '72 5	Germantown (Ph.) .... 50	1,090,000	J. & J.	July '72 3
Cape May and Millville* 50	447,000	J. & D.	Jan. '72 34	N. Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug. '69 12	Girard College (Ph.) .... 50	500,000	J. & J.	July '71 3
Catawauqua & Fogelsv. .. 50	426,900	Novemb.	Dec. '72 3	N. Haven & Northamp. .... 100	605,000	J. & J.	Sep. '72 3	Grand St. and Newton .... 100	170,000	J. & J.	July '71 2
Catawina* .... 50	1,169,500	—	—	New Jersey* .... 100	7,295,200	J.A. J.O.	Jan. '73 24	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '72 4
" pref. .... 50	2,200,000	M. & N.	May '72 8	New London Northern* 100	1,003,500	J. & J.	Oct. '72 4	Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '72 1
Cayuga and Susq.* .... 50	689,110	J. & J.	July '72 4	N. Y., Cen. & Hudson R. 100	45,000,000	A. & O.	Oct. '72 4	Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Cedar Rapids & Mo. R. .... 100	6,850,400	M. & N.	Nov. '72 1	" Certif. .... 100	44,428,330	A. & O.	Oct. '72 4	Lynn and Boston .... 100	200,000	—	—
" pref. .... 100	769,000	M. & N.	May '72 34	New York and Harlem. .... 100	8,500,000	J. & J.	Jan. '73 4	Malden and Melrose .... 100	200,000	J. & J.	July '72 5
Central of Georgia .... 100	4,666,800	J. & D.	June '72 5	" pref. 100	1,500,000	J. & J.	Jan. '73 4	Metropolitan (Boston) .... 50	1,250,000	A. & O.	Oct. '72 3
Central of New Jersey. .... 100	15,000,000	J. & J.	Oct. '72 24	N. Y., N. H. & Hartf. .... 100	15,500,000	J. & J.	Jan. '73 5	Middlesex (Boston) .... 100	400,000	A. & O.	Oct. '72 3
Central Ohio* .... 50	2,425,000	J. & D.	Dec. '72 3	N. Y. Provid. & Boston. .... 100	2,000,000	J.A. O.J.	Oct. '72 24	Ninth Avenue (N. Y.) .... 100	197,320	—	—
" pref. .... 50	400,000	J. & D.	Dec. '72 3	Nisg. Bridge & Canaan* 100	1,000,000	J. & J.	July '72 3	Orange and Newark .... 100	282,555	—	—
Chemung* .... 100	380,000	J.A. J.O.	Oct. '72 14	North Carolina* .... 100	4,000,000	Irregular.	Jan. '73 3	Philadelphia City .... 100	750,000	J. & J.	July '71 3
Cheshire, preferred .... 100	2,100,000	J. & J.	July '72 2	N. Eastern (N. C.) pref. 100	111,000	M. & N.	May '67 4	Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Chicago and Alton .... 100	9,825,500	M. & S.	Sep. '72 5	North Pennsylvania .... 50	3,150,150	January.	July '72 5	Phila. and Grey's Ferry 50	284,775	J. & J.	July '72 4
" pref. .... 100	2,425,400	M. & N.	Sep. '72 5	Northern Central .... 50	5,000,000	M. & N.	Nov. '72 3	Pbg. Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Chicago, Burl. & Quincy .... 100	20,000,000	M. & S.	Sep. '72 5	Northern N. Hampsh. .... 100	3,068,400	J. & D.	Dec. '72 4	Second Avenue (N. Y.) .... 100	888,100	J.A. J.O.	Oct. '72 2
Chicago, Iowa & Nebras* 100	3,916,300	J. & J.	Sept. '72 5	Norwich & Worcester* 100	1,000,000	J. & J.	Jan. '72 4	Second & Third St. (Ph.) 50	962,100	J. & J.	July '72 5
Chicago & N. Western. .... 100	14,720,950	J. & D.	July '72 4	Ogdensb. & L. Champ* 100	2,364,400	J. & J.	July '72 5	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
" pref. .... 100	10,425,013	J. & D.	Dec. '72 34	Ohio and Mississippi .... 100	2,000,000	A. & O.	Oct. '72 4	Sixth Avenue (N. Y.) .... 100	750,000	M. & N.	May '71 4
Chicago, R. I. & Pacific. .... 100	19,000,000	A. & O.	Oct. '72 34	Oil Cr. & Allegheny R. .... 50	4,024,474	J. & D.	June '72 34	Third Avenue (N. Y.) .... 100	1,170,000	F.M.A.N.	Aug. '71 4
Cin. Ham. & Dayton* .... 100	3,500,000	A. & O.	Oct. '72 4	Old Colony & Newport. .... 100	4,259,450	J.A. J.O.	July '72 4	13th & 15th street (Ph.) 50	1,000,000	J. & J.	Nov. '72 14
Cin. Sand. and Cleve.* .... 50	2,980,550	—	—	Oacific and Syracuse* 100	4,959,020	J. & J.	Jan. '73 38	Somerville (Boston) .... 100	75,000	A. & N.	Nov. '72 3
" pref. .... 50	429,946	M. & N.	Apr. '72 108	Pacific of Missouri .... 100	3,635,750	—	Jan. '73	South Boston .... 50	400,000	J.A. J.O.	Oct. '72 24
Clev., Col., Cin. & Ind. .... 100	13,914,000	F. & A.	Nov. '72 3	Panama .... 100	7,000,000	J.A. J.O.	Jan. '73 3	Union (Boston) .... 100	200,000	J. & J.	July '72 4
Cleveland & Mahoning* 50	2,067,559	M. & N.	Aug. '72 34	Patterson & Hudson* .... 100	330,900	J. & J.	July '72 4	Union (Phila.) .... 100	400,000	J. & J.	Jan. '72 5
Cleveland & Pittsburg* 50	7,494,588	F.M.A.N.	Aug. '72 24	Patterson and Newark* 100	500,000	J. & J.	July '72 4	West Philadelphia .... 50	400,000	J. & J.	July '72 3
Col., Chic. & Ind. Cen.* 100	13,000,000	J.A. J.O.	July '72 24	Pembler & Ramapo* .... 50	245,000	J. & J.	July '72 2	CANALS.			
Columbus & Xenia* .... 50	1,786,800	M.J.S.D.	Sept. '72 2	Pennsylvania .... 100	342,180	J. & J.	Jan. '71 3	Cheapeake & Delaware 50	1,983,593	J. & D.	Dec. '72 3
Colum. & Hocking Val. .... 100	848,964	F. & A.	Aug. '72 5	Peoria & Bureau Val.* 100	39,500,000	M. & N.	Nov. '72 5	Cheapeake and Ohio .... 25	8,229,594	—	—
Concord .... 100	1,500,000	M. & N.	Nov. '72 5	Philadelphia and Erie* 50	1,200,000	F. & A.	Aug. '72 4	Delaware Division .... 50	1,633,350	F. & A.	Aug. '72 4
Concord and Ports* .... 100	350,000	J. & J.	July '72 5	" pref. 50	6,004,300	J. & J.	Jan. '72 4	Delaware and Hudson. 100	15,000,000	F. & A.	Aug. '72 5
Conn. & Passau p. Riv. I 0	2,084,200	F. & A.	Aug. '72 5	Phil. Ger. & Norristown* 50	1,628,250	M.J.S.D.	Dec. '72 3	Delaware and Haritan* 100	5,847,400	J.A. J.O.	Jan. '73 24
Connecticut Rlv. .... 100	1,700,000	J. & J.	July '72 5	Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '73 5	Erie of Pennsylvania .... 100	64,000	—	—
Copertown and Susq. .... 100	307,383	—	—	Phila. and Trenton* .... 100	1,259,100	J.A. J.O.	Oct. '72 24	Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Cumberland Valley .... 50	1,325,000	A. & O.	Oct. '72 4	Pittsb., Ft. W. & Chi. .... 100	9,562,650	J. & J.	July '72 4	Monongahela Navigat. 50	1,003,500	J. & J.	July '71 5
Danbury and Acrawls .... 50	400,000	M.J.S.D.	Dec. '72 4	" Special Imp. .... 100	18,714,285	J.A. J.O.	Oct. '72 11	Morris (consolidated) .... 100	1,025,000	F. & A.	Aug. '72 2
Delaware* .... 100	1,230,941	J. & J.	July '72 5	Pittsfield, N. Adams. .... 100	2,000,000	J.A. J.O.	Jan. '73 14	" (preferred) .... 100	1,175,000	F. & A.	Aug. '72 5
Del., Lackaw. & Westn. .... 50	18,808,850	J.A. J.O.	Oct. '72 0	Portland and Keimbeck. .... 100	470,000	J. & J.	Jan. '73 3	Schuyl. Nav. (common)* 50	4,337,950	—	—
Detroit & Milwaukee* .... 50	452,350	—	—	Yarmouth certificates. .... 100	616,700	J. & J.	Jan. '72 3	" (pref.) .... 50	1,908,207	F. & A.	Feb. '72 25c
" pref. .... 50	2,005,000	J. & J.	Dec. '72 7	Fort, Saco & Portm. .... 100	202,400	A. & O.	Apr. '72 3	Susq. and Tide Water* 50	2,888,977	F. & A.	Feb. '72 50c
Dubuque & Sioux City* 100	5,000,000	J. & J.	Oct. '72 3	Providence & Worces. .... 100	1,500,000	J. & J.	July '72 5	Union .... 50	2,907,850	—	—
East Pennsylvania* .... 50	1,309,200	J. & J.	July '72 4	Raleigh and Gaston .... 100	2,000,000	J. & J.	July '72 5	W. Branch and Susq. .... 50	1,100,000	J. & J.	Jan. '65
East Mahanoy .... 50	392,950	J. & J.	Jan. '72 3	Rensselaer & Saratoga* 100	1,500,000	J. & J.	July '71 6	MISCELLANEOUS.			
Eastern (Mass.) .... 100	4,062,600	J. & J.	July '71 4	Roch. & Genesee Val.* 110	557,500	J. & J.	Jan. '73 4	Adams Express .... 100	10,000,000	M.J.S.D.	Dec. '72 2
Eastern (N. H.) .... 100	492,500	J. & J.	July '71 4	Rome, Watert. and Ogd. .... 100	2,997,800	J. & J.	Feb. '73 6	American Coal .... 25	1,500,000	M. & S.	Mar. '72 3
Kimira, Jef. & Canand* 100	600,000	F. & A.	Nov. '72 24	Rutland* .... 100	2,700,000	—	—	Am. Merch. Union Exp. .... 100	18,000,000	J. & J.	Jan. '73 3
Kimira & Williamsport* 50	500,000	M. & N.	Nov. '72 24	" preferred .... 100	4,000,000	F. & A.	Aug. '72 34	Ashburton .... 50	2,500,000	J. & D.	Dec. '68 4
" pref. .... 50	600,000	F. & A.	Nov. '72 24	St. Croix and Penobscot. .... 100	2,300,000	J. & J.	July '71 2	Atlantic Mail Steamship 100	4,000,000	M.J.S.D.	Dec. '67 24
Erie Railway .... 100	78,000,000	F. & A.	Feb. '66 3	St. L., Alt. & T. Haute. .... 100	2,040,000	—	—	Brunsuick City .... 100	1,000,000	—	—
" pref. .... 100	8,598,910	J. & J.	July '72 34	St. L., Kan. C. & North. .... 100	12,000,000	May.	May '68 7	Butler Coal .... 25	500,000	J. & D.	Dec. '69 85c
Erie and Pittsburg* .... 100	1,090,250	M.J.S.D.	Dec. '72 11	Saratoga and Schenec* 100	300,000	A. & O.	Oct. '72 8	Canton .... 164	731,250	—	—
Fitchburg .... 100	3,540,000	J. & J.	Jan. '73 4	Schuylkill Valley* .... 50	670,050	J. & J.	July '72 24	Consolidation (Md.) Coal. 100	10,250,000	J. & D.	Dec. '72 4
Georgia .... 100	4,166,000	J. & J.	July '72 4	Seaboard and Roanoke. .... 100	1,161,400	M. & N.	Nov. '70	Cumberland Coal & Iron. 100	500,000	—	—
Grand River Val. guar. .... 100	1,000,000	—	—	Shamokin V. & Pottw.* 50	869,450	F. & A.	Aug. '72 3	Maryland Coal .... 100	4,400,000	J. & D.	Dec. '70 3
Grand Trunk, (Ca.) .... 100	14,387,946	—	—	Shore Line* .... 100	495,800	J. & J.	Jan. '72 54	Mariposa Gold .... 100	2,836,600	—	—
Great Western, (Ca.) .... 100	19,237,404	A. & O.									



## NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstand- ing.	Rate.	Payable.	PAY- ABLE.	Market Price.
<b>National Securities Dec. 1, 1873.</b>											
Loan of June 14, 1858.....registered	\$6,045,000	5	Jan. & July.	1874	109 1/2	Massachusetts—(\$30,712,882):					
.. .. coupon	13,955,000	5	"	1874	110	.. State (public works) scrip, '72.....	708,000	5	Various.	'72-'80	.....
Loan of February 8, 1861.....registered	13,741,000	6	Jan. & July.	1880	114 1/2	.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	.....
.. .. coupon	4,674,000	6	"	1880	117 1/2	.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	100 1/2
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	109 1/2	.. Union Fund Loan, 1862.....	600,000	5	"	'77-'78	.....
Loan of July 17, and Aug. 6, 1861.....registered	125,433,000	6	Jan. & July.	1881	114 1/2	.. Coast Defense Loan, 1863.....	888,000	5	"	1883	95 1/2
.. .. coupon	63,888,250	6	"	1881	117 1/2	.. Bounty Loan, 1864.....	4,379,580	5	May & Nov.	1894	98 1/2
Loan of Feb. 25, 1862 (5-20s).....registered	32,183,200	6	May & Nov.	1882	112 1/2	.. Bounty Loan, 1864, £282,000 stg.....	4,000,744	5	"	1894	.....
.. .. coupon	235,784,150	6	"	1882	112 1/2	.. War Loan (5-20) cur. 1866.....	2,661,500	6	Mar. & Sept.	1888	.....
Loan of March 3, 1863.....registered	53,569,850	6	Jan. & July.	1881	114 1/2	.. R. R. & Hoosac T. bonds, £1,448,700 stg.....	7,175,451	5	April & Oct.	'88-'93	.....
.. .. coupon	21,540,150	6	"	1881	117 1/2	.. R. R. & Hoosac Tunnel bonds, dollar.....	1,166,500	5	"	'90-'93	.....
Loan of March 3, 1864 (5-20s).....registered	2,298,000	6	May & Nov.	1884	112 1/2	.. Loan (B. H. & Erie R. R.) £743,600 stg.....	3,569,024	5	Jan. & July.	1900	.....
Loan of June 30, 1864 (5-20s).....registered	33,086,450	6	May & Nov.	1884	112 1/2	Michigan—(\$2,332,293):					
.. .. coupon	36,227,650	6	"	1884	112 1/2	.. Canal Bonds, 1859.....	81,000	6	Jan. & July.	1879	.....
Loan of March 3, 1865 (5-20s).....registered	36,709,650	6	May & Nov.	1885	112 1/2	.. \$2,000,000 Loan Bonds, 1863.....	445,000	6	"	1873	.....
.. .. coupon	119,802,900	6	"	1885	113	.. \$2,000,000 Loan Bonds, 1863.....	431,000	6	"	1878	100
.. .. 2d series (5-20s).....registered	58,618,750	6	Jan. & July.	1885	112 1/2	.. \$2,000,000 Loan Bonds, 1863.....	718,000	6	"	1883	.....
.. .. coupon	151,601,950	6	"	1885	115 1/2	.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	.....
.. .. 3d series (5-20s).....registered	90,926,650	6	Jan. & July.	1887	112 1/2	.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	.....
.. .. coupon	225,505,400	6	"	1887	116 1/2	Minnesota—(\$350,000):					
.. .. 4th series (5-20s).....registered	13,877,000	6	Jan. & July.	1888	113 1/2	.. Sioux War Bonds, 1862.....	100,000	7	May & Nov.	1872	.....
.. .. coupon	24,831,950	6	"	1888	116 1/2	.. State Building Bonds, 1867-'68 and '69.....	250,000	7	Jan. & July.	'77-'79	.....
Loan of March 3, 1864, (10-40s).....registered	139,496,150	5	Mar. & Sept.	1904	109 1/2	.. Railroad Bonds (suspended) 1858.....	2,275,000	.....	June & Dec.	1883	.....
.. .. coupon	55,071,150	5	"	1904	109 1/2	Missouri—(\$17,669,000):					
Consols of July 14, '70 & Jan. 20, '71 registered	127,737,800	5	F. M. A. & N.	1881	111 1/2	.. State Bonds, proper, 1865-'68.....	439,000	6	Jan. & July.	'82-'90	95
.. .. coupon	72,262,200	5	"	1881	111 1/2	.. Railroad Loans Bonds, 1854-'66.....	1,599,000	7	"	'87-'88	.....
Consols .. .. registered	.....	4 1/2	F. M. A. & N.	1886	.....	.. S. W. Br. of Pacific R. R. bonds, guar.....	14,496,000	7	"	'74-'90	97
.. .. coupon	.....	4 1/2	"	1886	.....	.. State Bonds, funding, 1867-'68.....	2,727,000	6	"	'76-'91	.....
Consols .. .. registered	.....	4 1/2	F. M. A. & N.	1901	.....	Nevada—(\$660,000):					
.. .. coupon	.....	4 1/2	"	1901	.....	.. State Bonds, for floating debt.....	660,000	10	Mar. & Sept.	'72-'87	.....
Dem. Cer. of Mar. 2, '67, and July 25, '68, (cur.)	4,030,000	3	Dem.	.....	.....	New Hampshire—(\$2,405,400):					
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	Irred.	.....	.....	.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	.....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	.....	.. War Loan Bonds, July 1, 1864.....	600,000	6	Mar. & Sept.	'84-'86	98
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	112 1/2	.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	.....
U. S. Notes and Fractional Currency.....	401,552,333	nil.	.....	.....	.....	New Jersey—(\$2,896,200):					
<b>State Securities, latest dates.</b>											
Alabama—(\$15,420,000):						.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	.....
.. Bonds (old and extended), 1866 and '72.....	2,582,800	5	May & Nov.	'86-'92	.....	.. War Loan Bonds, 1863, tax free.....	1,002,000	6	"	'86-'96	.....
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	85	.. War Loan Bonds, 1864, tax free.....	584,400	6	"	'97-'02	.....
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	"	'90-'91	80	New York—(\$38,121,600):					
.. Railroad Bonds endorsed, 1870 and '71.....	13,600,000	8	"	'90-'91	80	.. General Fund Stock.....	900,000	5	J. A. J. & O.	1875	.....
Arkansas—(\$ 9,800,000):						.. General Fund Stock.....	800,000	6	"	1878	.....
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	45	.. General Fund Stock.....	348,107	5	"	plena.	.....
.. Levee Bonds, 1871.....	2,185,000	7	"	1901	.....	.. General Fund Stock.....	1,189,780	6	"	plena.	.....
.. Deficiency Bonds, 1872.....	300,000	7	"	1882	.....	.. Canal Stock.....	1,105,420	5	"	1874	.....
.. Railroad Aid Bonds, 1869 '70 and '71.....	5,465,000	7	April & Oct.	'89-'91	.....	.. Canal Stock.....	7,408,000	6	"	'72-'73	.....
California—(\$3,315,600):						.. Canal Stock.....	2,572,000	6	"	'74-'76	100
.. Civil Bonds 1857 and '60.....	2,108,000	7	Jan. & July.	'77-'80	.....	.. Canal Stock.....	880,000	6	"	1877	.....
.. Bounty and Relief Bonds, 1863 and '64.....	954,500	7	"	'83-'85	.....	.. Bounty Loan Bonds, 1867, registered.....	20,675,000	7	Jan. & July.	1877	105 1/2
.. State Capital Bonds, 1871.....	250,000	7	"	1891	.....	.. Bounty Loan Bonds, 1867, coupon.....	1,372,000	6	"	1877	100
Connecticut—(\$5,767,500):						North Carolina—(\$29,900,045):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	.....	.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	35
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	"	'83-'84	93	.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	.....
.. War Loan, Oct. 1, 1864 (10-30s).....	955,500	6	April & Oct.	1874	.....	.. State (new) Bonds, 1867 to 1870.....	3,009,045	6	Jan. & July.	'92-'98	22
.. War Loan, Oct. 1, 1865 (20s) tax free.....	1,741,100	6	"	1885	.....	.. State (new) Bonds, 1867 to 1870.....	1,859,000	6	April & Oct.	'92-'96	.....
Florida—(\$3,728,865):						.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	27
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	.....	.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	27
.. Bonds, 1868-'69.....	191,000	6	Various.	'95-'99	.....	.. Special Tax Bonds.....	11,407,000	6	"	'98-'99	13
.. Bonds, 1871.....	210,000	7	Various.	1901	.....	Ohio—(\$9,022,721):					
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	.....	.. Loan of 1860 Bonds, skg fd.....	882,894	6	Jan. & July.	1870	.....
Georgia—(\$10,494,500):						.. Loan of 1860 Bonds, skg fd.....	1,600,000	6	"	1875	.....
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '45	866,000	6	Various.	'72-'74	.....	.. Loan of 1860 Bonds, skg fd.....	1,495,309	6	"	1881	.....
.. Bonds for W. & Atl. R. R. 1842 and 1848	276,500	7	Various.	'72-'74	88	.. Loan of 1860 Bonds, skg fd.....	2,400,000	6	"	1886	.....
.. Bonds for Atl. & Gulf R.R. '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	.....	Oregon—(\$290,627):					
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	"	'81-'86	.....	.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	.....
.. Bonds of Act of March 12, 1866.....	3,900,00	7	Jan. & July.	1886	.....	.. Willamette Canal & Lock Bonds of 1870.....	200,000	7	"	1890	.....
.. Bonds of Acts of Sept. and Oct. 1870.....	4,880,000	7	Various.	1890	.....	Pennsylvania—(\$24,272,956):					
.. Railroad endorsements, to July 1872.....	12,000,000	7	Various.	'90-'92	.....	.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	.....
Illinois—(\$2,133,634):						.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	"	'72-'77	102 1/2
.. Interest Bonds, inscribed stock, 1847.....	971,834	6	Jan. & July.	1878	.....	.. Loan of Feb. 1867 (5-10s).....	90,400	5	"	'77-'82	.....
.. Refunded Stock Bonds, 1869.....	348,000	6	"	'77-'78	.....	.. Loan of Feb. 1867 (10-15s).....	7,890,550	6	"	'77-'82	107 1/2
.. Thornton Loan Bonds, 1861.....	102,000	6	"	1880	.....	.. Loan of Feb. 1867 (15-25s).....	728,950	5	"	'82-'92	.....
.. War Loan Bonds, 1861.....	417,000	6	"	1880	.....	.. Loan of Feb. 1867 (15-25s).....	9,271,850	6	"	'82-'92	109
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	.....	.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	.....
Kansas—(\$1,336,675):						.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	.....
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	.....	.. .. (old).....	.....	5	"	'77-'78	.....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'76-'89	.....	.. .. (old).....	.....	4 1/2	Jan. & July.	1882	.....
Kentucky—(\$2,750,510):						Rhode Island—(\$2,770,000):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873	.....	.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	.....
.. State Bonds, 1840 to 1851.....	683,000	6	April & Oct.	'71-'72	.....	.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	.....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	.....	.. .. of June 1863.....	602,000	6	Jan. & July.	1893	.....
Louisiana—(\$21,214,800):											





## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La.F.):						
1st Mort. for \$1,000,000 skg fund	\$.....	10	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa:							2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	" 77-87	....
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....	Cinc., Richmond & Fort Wayne:						
Chester Valley:							1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cincinnati, Sandusky and Clev.:						
Chicago and Alton:							1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	83
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	1004	1st Mort. (San. Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	104	1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	" "	1877	....
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	94	Cincinnati and Springfield:						
1st Mort. (St. L.J. & C.) assumed	564,000	7	" "	" "	1894	....	1st Mortgage for \$2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
2d Mort. ( " )	188,000	7	Jan. & July.	" "	1898	....	Cincinnati and Terre Haute:						
Chicago, Burlington and Quincy:							1st Mort. (Ind. Div.) for \$6,000,000	.....	7	" & "	New York.	1901	....
Trust Mortgage skg fund.....	2,825,000	8	Jan. & July.	New York.	1883	112	Cincinnati, Wabash and Mich.:						
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....	1st Mortgage for \$16,000 p. m.....	.....	7	Jan. & July.	New York.	1891	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	99	Clev., Col., Cin. & Indiana pols.:						
2d Mort. (Northern Cross) gold..	941,000	4 1/2	July.	Frankfort.	1890	....	1st Mortgage sinking fund.....	2,064,000	7	May & Nov.	New York.	1899	1004
Loan of 1872.....	738,000	8	Jan. & July.	New York.	1878	....	1st Mort. (C., C. and C. R. R.)..	323,000	7	June & Dec.	" "	" 71-84	....
1st Mort. (Am. Cen. R.R.) guar.	600,000	8	" "	" "	1878	....	1st Mort. (Bell. and Ind. R.R.)..	616,000	7	Jan. & July.	" "	" 70-86	....
1st Mort. (Peo. & Han.) guar.....	1,000,000	8	April & Oct.	" "	1879	....	Clev. & Mahoning (A. & Gt. Wm.)	.....	7	Feb. & Aug.	New York.	1873	....
1st Mort. (Keok. & St. Paul) guar.	800,000	8	Jan. & July.	" "	1889	96 1/2	1st Mortgage 1883.....	650,000	7	March & Sept.	" "	1876	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	May & Nov.	" "	1879	....	3d Mortgage (sinking fund) 1886	487,900	8	Jan & July.	" "	1873	....
1st Mort. (Car. & Burl.) guar.....	600,000	8	Jan. & July.	" "	1890	100 1/2	1st Mort. (Branch) 1883.....	71,000	7	Jan & July.	" "	1873	....
1st Mort. (Quincy & War.) guar.	1,200,000	8	" "	" "	1900	100	Clev., Mt. Vernon and Delaware:						
1st Mort. (O. & Fox Rv.) guar.	960,000	8	April & Oct.	" "	1890	101	1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Ill. Gr. Trunk) guar.	1,000,000	7	Jan. & July.	New York.	1887	....	Cleveland and Pittsburgh (Pa. Co.):						
Chicago, Cincinnati and Louisv.:							2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	....
1st Mortgage.....	1,300,000	8	Jan. & July.	Boston.	1890	80	3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	98
Chicago, Clinton & Dubuque:							4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	86 1/2
1st Mort. guar. C., B. & Q.....	2,500,000	7*	April & Oct.	New York.	1909	90	Consol. sinking fund guar.....	528,000	7	May & Nov.	" "	1900	94
1st Mortgage (Ill. Div.) gold.....	1,500,000	7*	" "	" "	1912	....	Colebrookdale:						
1st Mortgage (Ind. Div.) gold.....	4,100,000	8	June & Dec.	Boston.	1890	80	1st Mort. guar. by Ph. and Edg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Chicago, Dubuque & Minnesota:							Colorado Central (3 ft. gauge):						
1st Mortgage guar. \$25,000 p. m.	.....	8	March & Sept.	New York.	1900	95	1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
1st Mortgage for \$19,000 p. m.	1,750,000	8	Jan. & July.	New York.	1900	95	Columbus, Chicago & Ind. Cent.:						
Chicago and Iowa:							1st Mortgage Consol. skg fund.....	15,244,750	7	April & Oct.	New York.	1908	88
1st Mortgage for \$2,200,000.....	592,000	7	Jan. & July.	Boston.	1880	....	2d Mortgage Consol. skg fund.....	3,679,900	7	Feb. & Aug.	" "	1909	73
2d Mort. (now 1st) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....	Columbus, Springfield and Cin.:						
3d Mort. (now 2d) guar. C. & N.W.	1,245,500	7	Feb. & Aug.	New York.	1885	100	1st M. (assumed by Cinn. S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Chicago and Northwestern:							Columbus and Hocking Valley:						
Preferred sinking fund (193 m.)	755,000	7	May & Nov.	" "	1883	97	1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
Funded coupons (193 m.).....	3,588,000	7	Feb. & Aug.	" "	1885	98	2d Mortgage (Branch).....	200,000	7	Jan. & July.	" "	1880	....
General 1st Mortgage (193 m.) ..	182,000	7	" "	" "	1885	....	General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Appleton Ext. (23 m. & 76,000 ac.)	300,000	7	" "	" "	1885	....	Columbus and Xenia:						
Green Bay Ext. (26m & 76,000 a.)	101,000	7	April & Oct.	" "	1874	....	1st Mortgage, guar. by Pa. Co....	302,000	6	March & Sept.	New York.	1890	....
Equipm't (Engs. & Cars \$400,000)	1,785,000	7	Feb. & Aug.	" "	1882	102 1/2	Connecticut and Passumpsic Riv.:						
1st Mort. (Gal. & Chic. 248 m.)..	948,000	7	May & Nov.	" "	1875	96 1/2	1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	98 1/2
2d Mort. (Gal. & Chic. 248 m.)..	200,000	7	Jan. & July.	" "	1884	....	Notes payable, conv. at par ....	594,000	6*	" "	" "	1876	100
Miss. Riv. Bridge ( " ).....	136,000	7	" "	" "	1878	....	1st Mort. (Massawippi) guar. gold	400,000	6*	Jan. & July.	" "	1889	....
Elgin & State Line ( " ).....	767,000	7	March & Sept.	" "	1898	....	Connecticut River:						
1st Mort. (Peninsula 79m. & land)	2,670,000	10	" "	" "	1915	92	1st Mortgage skg fund.....	250,000	7	March & Sept.	Boston.	1878	....
Consol. skg fund (C. & N.W. Ry.)	275,000	10	May & Nov.	" "	1871	....	Connecticut Valley:						
Equipm't (Eng. & Cars \$2,750,000)	3,150,000	7*	June & Dec.	" "	1911	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
1st Mort. (Madison Ext.) gold.....	2,700,000	7*	May & Nov.	" "	1874	....	Connecticut Western:						
1st Mort. (Menominee Ext.) gold	397,000	7	Feb. & Aug.	" "	1874	....	1st Mortgage for \$2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	June & Dec.	" "	1898	....	Connecting (Philadelphia):						
3d Mort. ( " ) guar.....	1,135,000	7	Jan. & July.	" "	1898	93	1st Mort. ABCD & E \$200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1.2.3.4.	87
1st Mort. (Chic. & Mil. R.W.) guar	333,000	7	" "	" "	1888	....	Cooperstown and Susq. Valley:						
Chicago & Northern Pac. Air-L.:							1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
1st Mort. (skg fd gold \$25,000pm)	.....	7*	June & Dec.	New York.	1902	....	Cowanesque Valley:						
Chicago & Mich. Lake Shore:							1st Mortgage, gold.....	160,000	7*	Jan. & July.	New York.	1902	....
1st Mort. of Sept. 1, '89, \$16,000pm	1,350,000	8	May & Nov.	New York.	1889	80	Cumberl'd & Penn. (Consol. Coal):						
1st Mort. of Nov. 1, '71, \$16,000pm	.....	8	March & Sept.	" "	1891	....	1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
1st Mortgage for \$8,000,000.....	.....	8	April & Oct.	New York.	1901	....	2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
Chicago and Paducah (C. B. & Q.):							Cumberland Valley:						
1st Mortgage \$25,000 p. m. gold..	700,000	7*	Feb. & Aug.	Boston.	1901	....	1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
Chl. & Southwestern (C. & Q.):							2d Mortgage.....	109,500	8	" "	" "	1908	....
1st Mortgage for \$1,000,000 gold.	104,000	7	Jan. & July.	New York.	1870	....	Plain bonds.....	81,800	6	Jan. & July.	" "	1884	....
1st Mortgage fund (C. R. I. & Pac.)	8,600,000	7	" "	" "	1896	104	Danbury and Norwalk:						
Chl. & Southwestern (C. R. I. & Pac.)							1st Mortgage of July 1, 1860.....	100,000	7	Jan. & July.	New York.	1880	....
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	107	1st Mortgage of July 1, 1870.....	200,000	7	" "	" "	1890	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....	Danv., Hazleton & Wilkesbarre:						
1st Mort. g'd skg fd for \$41,000,000	.....	7*	Jan. & July.	New York.	1902	....	1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	76
Chicago and Superior:							Davenport and St. Paul:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....	1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
1st M. (Chl. & Sup.) g'd \$5,000,000	.....	7*	Jan. & July.	" "	1902	....	Dayton and Michigan (C. H. & D.):						
Chillicothe & Brunswick:							1st Mortgage sinking fund guar.	2,783,000	7	Jan. & July.	New York.	1884	....
1st Mort. guar. by St. L. K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....	2d Mortgage, guar.....	642,000	7	March & Sept.	" "	1887	....
Cincinnati, Hamilton and Dayton:							3d Mortgage, guar.....	700,000	7	April & Oct.	" "	1888	....
1st Mort. of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....	Toledo Depot bonds guar.....	169,500	7	March & Sept.	" "	" 81-94	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....	Dayton and Union:						
3d Mortgage of 1867.....	282,000	8	June & Dec.	" "	1877	....	1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....
Cincinnati and Indianapolis June:							2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.</									

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Eel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$.....	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	\$477,683	7	May & Nov.	Boston.	1891	....
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....	1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	....
2d Mortgage.....	300,000	8	Jan. & July.	" "	1891	....	Galea & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	102
1st Mortgage (consolidation).....	3,000,000	8	April & Oct.	Boston.	1896	....	2d Mortgage.....	948,000	7	May & Nov.	" "	1875	96
Detroit and Milwaukee:							Elgin and State Line Purchase.....	125,000	6	Jan. & July.	" "	1878	....
1st Mortgage, (D. & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....	Mississippi Bridge.....	200,000	7	" "	" "	1884	....
2d Mortgage ( " ).....	1,000,000	8	" "	" "	1875	....	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.)	625,924	7	Jan. & July.	" "	1875	....	Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'80	....
2d Funded Coup. ( " ).....	176,734	7	" "	" "	1875	....	Gilman, Clinton & Springfield:						
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....	1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
Oakl. & Ottawa R.R. cur'y bonds	61,000	7	" "	New York.	1873	....	2d Mortgage gold.....	1,000,000	8*	Jan. & July.	" "	1892	....
Detr. & Pontiac R. R. bonds.....	250,000	7	" "	" "	1878	....	Goshen and Deckertown:						
Detr. & Pontiac R. R. bonds.....	250,000	8	Feb. & Aug.	" "	1886	....	1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
Detroit, Mon. & Tol. (L.S. & M.S.):							Grand Rapids & Indiana:						
1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1876	96	1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
Dubuque and Sioux City:							1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	....	Grand River Valley (Mich. C.):						
Dubuque Southwestern:							1st Mort., assumed by Lessees...	1,500,000	8	Jan. & July.	New York.	1886	....
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....	2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	" "	1879	99
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....	Grand Trunk (Ca.):						
Dunkirk, Warren and Pittsburgh:							Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	....	....
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....	Equipment Bonds No. 2 \$270,500	1,350,000	6*	" "	" "	....	....
Dutchess and Columbia:							Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	" "	....	....
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1903	....	1st Preference Bonds \$2,838,385	14,191,675	5*	Jan. & July.	" "	....	....
East Alabama and Cincinnati:							2d Preference Bonds \$1,685,765	8,428,825	4*	" "	" "	....	....
1st Mort. end. \$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....	Provincial Debenture \$3,111,500	15,557,500	....		Ottawa.	....	....
East Brandywine & Waynesburg:							Great Western of Canada:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	Perpetual Debentures Stock.....	227,273	5	Jan. & July.	London.	perp.	....
2d Mortgage.....	35,000	8	" "	" "	1873	....	Common (Company) Bonds.....	1,384,117	4	" "	" "	'72-'73	....
East Pennsylvania (Ph. & Rdg.):							Common ( " ) Bonds.....	2,993,973	6	May & Nov.	" "	'73-'76	....
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	98	Common ( " ) Bonds.....	2,662,067	5	April & Oct.	" "	'77-'78	....
East Tenn. & Georgia (E.T.V. & G.):							Common ( " ) Bonds.....	4,867	5	" "	" "	1881	....
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	....	Common ( " ) Bonds.....	3,650,000	6	June & Dec.	" "	1890	....
East Tenn. & Vir. (E.T.V. & Ga.):							Greenville and Columbia:						
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....	1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
East Tennessee, Virginia & Ga.:							1st Mortgage not guaranteed.....	376,766	7	" "	" "	'81-'86	....
1st Mort., skt fund for \$3,500,000	2,519,000	7	Jan. & July.	New York.	1890	....	Greenwich and Johnsonville:						
Eastern (Mass.):							1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
English Loan, July 1, 1862.....	383,000	6*	Jan. & July.	London.	1872	....	Hackensack & New York Ext.:						
Loan of 1864-'74.....	750,000	6	Feb. & Aug.	Boston.	1874	97	1st Mortgage, \$10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	" "	1876	90	Hannibal and Naples (T.W. & W.):						
Loan of 1865-'85.....	160,000	6	April & Oct.	" "	1885	....	1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	90
Loan of 1866-'86.....	600,000	6	March & Sept.	" "	1888	....	2d Mortgage.....	226,000	7	Jan. & July.	" "	1890	....
Loan of 1869-'89.....	1,000,000	6	May & Nov.	" "	1889	92	Hannibal & Central Missouri:						
Loan of 1872-'82.....	1,500,000	7	" "	" "	1882	100	1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	....
Eastern Shore (Md.):							2d Mortgage.....	250,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	Hannibal and St. Joseph:						
2d Mortgage.....	180,000	6	April & Oct.	" "	1886	....	Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Elizabethtown and Paducah:							Missouri State Loan.....	1,500,000	6	" "	" "	'87-'88	....
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	Six years' mortgage bonds (222m)	55,000	10	" "	" "	1872	....
Elmira and Williamsport (N. Cen.):							Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	97	Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	93
Income Mortgage guaranteed ..	570,000	5	April & Oct.	" "	1872	57	1st Mort. (Q. & Palm R.R. 15 m)	100,000	8	Feb. & Aug.	" "	1892	....
Erie Railway:							1st Mort. (K. City & Cam. RR 5m)	1,200,000	10	Jan. & July.	" "	1886	....
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1897	102	General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879	97	General Mortgage conv. (277 m.)	5,000	7	Jan. & July.	" "	1888	....
3d Mortgage.....	6,000,000	7	" "	" "	1883	96	Harlem Extension:						
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" "	1880	92	1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
5th Mortgage convertible.....	926,500	7	June & Dec.	" "	1888	89	Harrisburg & Lancaster:						
Buffalo Branch, 1st mortgage.....	186,400	7	Jan. & July.	" "	1891	....	1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	92
Sterling Loan (\$1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....	Hartford and New Haven:						
Consol. Mort. for \$30,000,000, g'd	3,000,000	7*	" "	NY & London.	1920	95	1st Mortgage.....	754,000	6	Jan. & July.	Hartford.	1878	....
Erie and Louisville:							Hartford, Providence and Fishkill:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....	1st Mort. (R. L. 26.32 m.) skt fund	481,000	7	Jan. & July.	Providence.	1876	....
Erie and Pittsburgh (Penn.):							1st Mort. (Conn. 96.04 m.) skt f d.	1,574,500	7	" "	Hartford.	1876	....
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....	Holly, Wayne & Monroe (F&PM):						
2d Mortgage.....	115,200	7	March & Sept.	" "	1890	....	1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....	Holyoke and Westfield:						
Equipment Mortgage.....	600,000	7	April & Oct.	" "	1890	....	1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
European & N. American (M.C.):							Housatonic:						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bos.	1877	....
1st L.M. (& 1st on 59 & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87	2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1885	....
Kavanaugh and Crawfordville:							3d Mortgage of 1869.....	100,000	6	April & Oct.	" "	1889	....
1st Mortgage (main line) skt fund	1,004,000	7	Jan. & July.	New York.	1889	....	Houston and Texas Central:						
1st Mortgage.....	160,000	7	March & Sept.	" "	1889	....	1st Mortgage L.G. skt fund, gold.	6,620,000	7*	Jan. & July.	New York.	1891	....
1st Mort. (Rockville Extension).	160,000	7	Feb. & Aug.	" "	1881	....	Hudson River (N.Y. Cen. & H.R.):						
Evansville, Henderson & Nashv.:							1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	....	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	102
Evansville, Terre Haute & Chi.:							3d Mortgage.....	180,000	7	May & Nov.	" "	1885	....
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....	Hudson Connecting (NY & O.M.):						
Fall River, Warren & Providence:							1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....	Huntingdon and Broad Top Mt.:						
Flint and Pere Marquette:							1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	102
Land Mort. 1st series (55,241 a.)	153,500	7	May & Nov.	New York.	1880	....	2d Mortgage.....	267,500	7	Feb. & Aug.	" "	1875	88
" 2d series (92,748 a.)													



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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1858	\$1,589,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1869.....	\$1,800,000	7	April & Oct.	New York.	1879	101
1st Mortgage (I. C. & L.F.) of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....	Consol. registered July 1, 1870...	3,699,000	7	J. A. J. & O.	" "	1890	99
1st Mortgage ( " ) of 1869	1,566,000	7	June & Dec.	" "	1899	....	Consol. coupon July 1, 1870.....	1,331,000	7	Jan. & July.	" "	1890	100
Indianapolis and St. Louis:							Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	98
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1916	....	Sunbury July 1, 1864.....	500,000	7	Jan. & July.	" "	1874	....
1st Mortgage.....	2,000,000	7	March & Sept.	" "	1916	....	Reg. Jan. 1, 1855 C.P. & A.R.R.	1,000,000	7	" "	" "	1880	98
1st Mortgage.....	1,000,000	7	April & Oct.	" "	1916	....	3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	" "	1892	94
2d Mortgage.....	500,000	8	Jan. & July.	" "	1881	....	1st Mort. (Junc. R.R.) Dec. 1, 1852	115,000	7	June & Dec.	" "	1872	....
Equipment Mortgage.....	500,000	8	Jan. & July.	" "	1881	....	Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Iowa Eastern:							Mort. April 1, 1866	864,000	7	April & Oct.	" "	1886	93
1st Mortgage gold.....	14,000pm	7*	Feb. & Aug.	New York.	1902	....	1st Mort. May 1, 1855 M.S. & N.I.	5,256,000	7	May & Nov.	" "	1885	101
Iowa Falls & Sioux City (Ill. Cen.)	2,960,000	7	April & Oct.	New York.	1917	....	2d Mort. Oct. 31, 1857	2,698,000	7	" "	" "	1877	98
1st Mortgage guaranteed.....	2,960,000	7	April & Oct.	New York.	1917	....	Mort. Nov. 1, 1858	100,000	7	May & Nov.	" "	1873	....
Iowa Midland (C. & N. W.):							Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
1st Mort. \$16,000 guar.....	.....	8	Feb. & Aug.	New York.	1900	105	Mort. Sept. 1, 1866	300,000	7	March & Sept.	" "	1886	....
Ironton (Penn.):							Mort. April 1, 1869	3,000,000	7	April & Oct.	" "	1898	95
1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....	1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	" "	1876	90
Ithaca and Athens:							1st Mort. Sept. 1, 1859 (K. & W.P.)	400,000	8	Jan. & July.	" "	1870	....
1st Mortgage gold, skg fund.....	600,000	7	Jan. & July.	New York.	1890	101	1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	" "	" "	1887	....
Jackson, Lansing & Saginaw (M.C.):							1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	" "	" "	1887	....
1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1886	103	1st M. July 1, '68 (Kal. Atl. & Gr.R.)	840,000	7	" "	" "	1888	....
2d Mortgage.....	500,000	8	March & Sept.	" "	1888	....	1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	" "	" "	var	....
1st Mortgage, Northern Ext.....	940,000	8	May & Nov.	" "	1890	....	2d Mort. Jun. 1, 1869	500,000	7	June & Dec.	" "	1894	....
Jacksonville, Pensac. and Mobile:							Lawrence (P. Ft. W. & Chl.):						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....	1st Mortgage guaranteed.....	600,000	7	April & Oct.	Philadelphia	1895	....
James'n & Frank. (L.S. & M.S.):							Leavenworth, Lawr. & N. West'n:						
1st Mortgage guaranteed.....	498,000	7	Jan. & July.	New York.	1897	....	1st Mort. guar. by Pac. of Mo.:	355,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage guaranteed.....	500,000	7	June & Dec.	" "	1894	....	Leaven, Lawrence & Galveston:						
Jefferson (Erie):							1st Mort. skg fund conv., gold..	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	83
1st Mort. (Hawley Section).....	206,000	7	Jan. & July.	New York.	1887	....	Lehigh and Lackawanna:						
2d Mort. ( " ).....	94,000	7	" "	" "	1889	....	1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
1st Mort. (Carbondale Section)...	2,000,000	7	" "	" "	1889	....	Lehigh Valley:						
Jeffersonville, Madison & Indian:							1st Mortgage (old loan).....	902,000	6	May & Nov.	Philadelphia	1873	101
1st Mortgage consol.....	2,089,000	7	April & Oct.	New York.	1906	....	1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	" "	1898	94
2d Mortgage consol.....	2,000,000	7	Jan. & July.	" "	1910	....	2d Mortgage for \$6,000,000	4,712,000	7	March & Sept.	" "	1910	103
1st Mortgage (Ind. & Mad. guar.)	597,000	7	May & Nov.	" "	1882	....	Lexington & St. Louis (P. of Mo.):						
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....	1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1899	....
Joliet and Chicago (C. & Alton):							Little Miami:						
1st Mortgage skg fund guar.....	500,000	8	Jan. & July.	New York.	1882	....	1st Mortgage.....	1,474,000	6	May & Nov.	New York.	1883	....
Joliet & Northern Ind. (Mich. C.):							Street Connection Bonds.....	500,000	6	Jan. & July.	" "	1894	....
1st Mortgage guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Little Rock and Fort Smith:						
Junction (Cin. & Indianapolis):							1st Mortgage gold.....	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....	Land Grant sinking fund.....	5,000,000	7	April & Oct.	" "	1900	....
2d Mortgage.....	793,000	7	March & Sept.	" "	1893	....	Little Schuylkill (Phila. & Rdg.):						
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....	1st Mortgage guaranteed.....	771,500	7	April & Oct.	Philadelphia.	1877	99
Junction, Philadelphia:							Logansport, Crawf. & S'westn Ind.:						
1st Mortgage guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	1st Mortgage gold.....	1,500,000	8*	F.M. & A. N.	New York.	1900	....
2d Mortgage not guaranteed.....	300,000	6	April & Oct.	" "	1900	....	Long Br. and Sea Shore (N.J. So.):						
Junction and Breakwater:							1st Mortgage guaranteed.....	200,000	6	Jan. & July.	New York.	1889	....
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....	Long Dock (erie):						
Kalamazoo, Allegan & Gr. Rapids:							1st Mortgage guaranteed.....	3,500,000	7	June & Dec.	New York.	1892	92
1st Mort. assumed by L.S. & M.S.O.	840,000	8	Jan. & July.	New York.	1888	....	Long Island:						
Kalamazoo and Schoolcraft:							1st Mortgage main line.....	500,000	6	Jan. & July.	New York.	1875	91
1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	" "	1890	....
Kalamazoo, & S. Haven (M. Cen.):							1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
1st Mortgage guar. by Lessees...	640,000	8	May & Nov.	Boston.	1889	100	General Mortgage.....	775,000	7	" "	" "	1899	....
Kalamazoo & White Pigeon:							Louisville & Miss. Riv. (Ch. & Al):						
1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	4,300,000	7	Feb. & Aug.	New York.	1900	....
Kan. City, St. Jo. & Coun. Bluffs:							Louisville, Cin. and Lexington:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....	1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mort. ( " ).....	150,000	10	" "	" "	1878	....	2d Mortgage for \$1,000,000.....	345,000	8	April & Oct.	" "	1900	....
1st Mort. (St. Jo. & CB. 78 m.)	1,400,000	8	March & Sept.	" "	1892	....	Louisville and Nashville:						
2d Mort. ( " ).....	539,500	8	June & Dec.	" "	1874	....	1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	73-77	91
1st Mort. (Mo. Valley 130 m.)...	1,500,000	7*	Feb. & Aug.	New York.	1893	....	1st Mortgage (Memph. Br. 46.37m.)	139,000	7	May & Nov.	" "	72-76	....
1st Mort. ( " ).....	1,000,000	7	" "	" "	1893	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	80-84	....
Consolidated Mort. (260m. conv.)	687,000	8	March & Sept.	" "	1892	....	Consol. M. for \$5,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	93
Kansas City & Santa Fe (L.L. & G.):							Louisv. N. Al. & St. Lo. Air-Line						
1st Mortgage guar. by Lessees...	2,000,000	10	May & Nov.	Boston.	1900	....	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	" "	New York.	1901	....
Kansas Pacific:							Macon and Augusta:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85	1st Mortgage end by State of Ga.	670,000	7	Jan. & July.	New York.	88-90	....
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6*	June & Dec.	" "	1896	86	1st Mortgage not guaranteed...	100,000	7	" "	" "	1890	....
1st M. (3d Div. 244.66m. & 3,000,000a)	6,500,000	7	May & Nov.	N. Y. & Lond.	1899	102	Macon and Brunswick:						
1st Mortgage (1,000,000 acres)...	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mortgage (2,000,000 acres) gold	1,389,000	7	May & Nov.	N. Y. & Lond.	1880	....	1st Mort. ".....	600,000	7	May & Nov.	" "	1900	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86	2d Mortgage.....	1,100,000	7	April & Oct.	" "	1883	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	" "	U. S. Treas.	95-97	....	Equipment Mortgage.....	150,000	7	" "	" "	1879	....
3d Mortgage (Income).....	4,275,359	7	March & Sept.	" "	1916	....	Macon and Western:						
Kent County (Del.):							1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	" "	1880	....
1st Mortgage for \$500,000.....	400,000	6	Jan. & July.	Philadelphia.	1890	85	Maine Central:						
Kentucky Central:							Consolidated Mort. for \$7,500,000	3,000,000	7	April & Oct.	Boston.	1912	100
1st Mortgage (Cov. & Lex.) 1852.	123,000	7	March & Sept.	New York.	1872	....	\$1,100,000 Loan, tax free.....	746,300	7	Jan. & July.	" "	1898	....
2d Mortgage ( " ) 18.3.	844,000	7	" "	" "	1883	....	Bangor (P. & K.) Loan.....	514,000	6</				

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$550,000	6	May & Nov.	Boston	1885	....	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & N. S.)						
Massillon & Cleve. (C.M. V. & D.)							1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....	2d Mortgage gold.....	500,000	6*	April & Oct.	Nashville.	1887	....
Maysville and Lexington:							Naugatuck:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Memphis and Charleston:							Newark & New York (Cen. N.J.)						
1st Mortgage, Convertible.....	1,298,000	7	March & Sept.	New York.	1880	....	1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	Newark, Somerset & Stratsville:						
Memphis and Little Rock:							1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	....	New Brunswick and Canada:						
Michigan Air Line:							1st Mortgage, Sterling \$200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage (E.D.V.) \$15,000 p.m.		8	Jan. & July.	Boston.	1890	....	Newburg & New York (Erie):						
Michigan Central:							1st Mortgage for \$900,000.....		7	Jan. & July.	New York.	1889	....
1st Mortgage, convertible.....	558,000	8	April & Oct.	New York.	1882	....	New H., Middleton & Willman:						
1st Mortgage, sinking fund conv.	2,208,500	8	"	"	1882	115	1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....
Trust Mortgage for \$10,000,000..	4,500,000	7	May & Nov.	"	1902	....	New Haven & Northampton:						
1st Mort. (M. Air L. W. D.) ass'd	1,900,000	8	Jan. & July.	"	1890	105	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	....	Convertible.....	400,000	6	April & Oct.	"	1880	....
2d Mort. ( " ) guar.	500,000	8	March & Sept.	"	1879	99	Holyoke and Westfield bonds.	2,000,000	7	"	"	1891	....
1st Mort. (Kal. & So. Hav.) t. guar	640,000	8	May & Nov.	"	1889	....	New Jersey See United Compa's						
2d Mort. ( " ) guar.	70,000	8	"	"	1889	....	New Jersey Midland (N.Y. & O.M.)						
Michigan Lake Shore:							1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....	2d Mortgage currency.....	1,500,000	7	"	"	1881	....
Middletown, Unionv. & W. Gap (E.)							New Jersey Southern:						
1st Mortgage tax free.....	225,000	7	May & Nov.	New York.	1886	....	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	74
Midland of Canada:							1st Mortgage (Tom's Riv. Br.)..	120,000	7	March & Sept.	"	1888	....
1st Mortgage sterling £235,000..	1,148,667	6*	May & Nov.	London.	1896	....	Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
Midland Pacific:							New Jersey West Line:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....	1st Mort. gold, for \$3,000,000....		7*	May & Nov.	New York.	1900	....
Milwaukee and St. Paul:							New London Northern (Vt. Cen.):						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	93	1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	84	1st Mortgage.....	200,000	7	Jan. & July.	"	1888	....
1st Mortgage (E. Div. Palmer)...	791,500	8	May & Nov.	"	1874	....	N. Orleans, Jackson & Gt. North:						
1st Mort. (Iowa and Minn.).....	3,793,000	7	Jan. & July.	"	1897	89	1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (Minn. Cent.).....	207,000	7	"	"	1870	90	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	89	Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	"	1890	....
1st Mortgage (P. du Chien).....	3,674,000	8	Feb. & Aug.	"	1898	107	N. Orleans Extension, 1870, gold	1,509,000	8*	Jan. & July.	"	1890	....
2d Mortgage (P du Chien).....	1,315,000	7.5	"	"	1898	93	New Orleans, Mobile and Texas:						
Milwaukee City Loan.....	233,000	7	March & Sept.	"	1873	....	1st M. (N. O. to T. 227 m) skg fd.	2,825,000	8	Jan. & July.	New York.	1915	....
1st Mort. (Milw. & Wtn.).....	234,000	7	Jan. & July.	"	1891	....	1st M. ( " ) gold skg fd.		7	"	N. Y. or Lond.	1915	....
Real Estate Purchase.....	148,500	7	"	"	....	....	2d Mortgage, endorsed by La..	2,825,000	8	"	"	1915	....
M. W. Manitowoc & Green Bay:							New York and Boston:						
1st Mortgage for \$2,500,000.....		7	"	"	1891	....	1st Mortgage gold, for \$3,000,000		7*	May & Nov.	N. Y. & N. O.	1889	....
Milwaukee and Northern:							New York Central & Hudson R.						
1st Mortgage for \$18,000 p.m....		8	June & Dec.	New York.	1890	....	Debt Certif. (N. Y. Central)...	5,936,626	6	May & Nov.	New York.	1883	92
Mineral Point:							Bonds for debts ass'd (N. Y. Cen.)	1,514,000	7	Feb. & Aug.	"	1876	100
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	Bonds for B. & N. S. t. ( " )	76,000	6	May & Nov.	"	1883	....
Minneapolis & Duluth (L. S. & M.)							Bonds for R. R. stocks ( " )	592,000	6	"	"	1883	87
1st Mortgage gold, guaranteed..	400,000	8*	Jan. & July.	New York.	1911	....	Bonds for real estate ( " )	162,000	6	"	"	1883	87
Minneapolis & St. L. (L. Sup. & M.)							Bonds of 1854 renewed ( " )	2,900,000	6	June & Dec.	"	1887	89
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
Minnesota and North Western:							2d Mort. ( " ) S. F. ....	1,894,000	7	June & Dec.	"	1885	....
1st Mort. gold, skg fd & tax free	20,000 p.m.	7*	Jan. & July.	New York.	1895	....	3d Mort. ( " )	180,000	7	May & Nov.	"	1875	....
Mississippi Central:							Bonds of 71, tax free (N. Y. C. & H.)	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage.....	1,854,000	7	May & Nov.	New York.	1869-71	....	Consol. Mort. for \$10,000,000..		7	"	"	1902	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	New York and Harlem:						
General Mort. for \$8,000,000 gold		7*	May & Nov.	"	1912	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	100
Mississippi, Ouachita & Red Riv:							Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	....
1st Mortgage gold.....	1,860,000	7*	"	"	....	....	Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
1st Mort. Land Grant gold.....	1,000,000	7*	"	"	....	....	Bonds of 1853, unsecured.....	106,000	7	"	"	1873	....
State (Ark.) subsidy \$10,000 p.m.	1,550,000	7	April & Oct.	"	1910	....	N. York, Housatonic & Northern:						
Mississippi and Tennessee:							1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
1st Mortgage of April 1, 1856..	600,000	7	April & Oct.	New York.	1876	....	New York and New Haven:						
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	"	1871-93	....	1st Mortgage.....	1,059,500	7	April & Oct.	New York.	1875	....
Mississippi Valley and Western:							New York & Oswego Midland:						
1st Mortgage \$20,000 p. m. ....		8	April & Oct.	New York.	1902	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	....
Missouri, Iowa and Nebraska:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1898	86
1st Mortgage gold, sinking fund.		7*	Jan. & Dec.	"	1910	....	2d Mortgage non-convertible...	1,500,000	7	"	"	1898	....
Missouri, Kansas and Texas:							New York, Providence & Boston:						
1st Mort. (U. Pac. S. Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....	132,000	8	Feb. & Aug.	New York.	1873-78	....
1st Mort. (Tebbo & Neesho) S. F. g'd	2,000,000	7*	June & Dec.	"	1903	....	Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	"	1904	....	Extension Bonds.....	250,000	6	May & Nov.	"	1878-81	....
Missouri River, Ft. Scott & Gulf:							General Mort. for \$1,000,000..	732,000	7	"	"	1899	....
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	83	N. York, West Shore & Chicago:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74	1st Mortgage gold, \$35,000 p.m.		7*	April & Oct.	New York.	1902	....
Mobile and Girard:							Niles and New Lisbon:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	300,000	7	"	"	1889	....	Norfolk County (B. H. & Erie):						
Mobile and Montgomery:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....	Norfolk & Petersburg (A.M. & O.):						
Mobile and Ohio:							1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....	2d Mortgage.....	157,000	7	"	"	1877	....
Interest bonds.....	804,400	8	"	"	1877	....	2d Mortgage.....	458,000	8	"	Norfolk.	1893	....
Interest bonds.....	371,800	8	"	"	1883	....	North Eastern (S. Car.):						
Interest (sterling) bonds.....	755,040	6*	"	"	1883	....	1st Mortgage of Sept. 1, 1869..	820,000	7	March & Sept.	Charleston.	1899	....
2d Mort. (Income Liquidation)...	943,121	8	March.	Mobile.	1877	....	2d Mortgage of Sept. 1, 1869..	322,000	7	"	"	1899	....
Montclair (N. Y. & O. Mid.)													



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	
			When.	Where.						When.	Where.			
Northern Pacific:							Perkiomen (Phila. & Rdg):							
1st Mort. on R.R. & lands gold..	50,000	pm	7.3	Jan. & July.	New York.	1900	100	1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1897	82½
Norwich & Worcester (B.H. & E.):							Perth Amboy & Woodbr.(C.&A.):							
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....	
Plain bonds.....	200,000	....	"	"	"	1874	Petersburg:							
Machine shop &c., bonds.....	150,000	7	"	"	"	1877	1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	'79-'88	....	
Nyack and Northern:							Philadelphia and Baltimore Cent.:							
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 80½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 91 m.)...	300,000	6	April & Oct.	"	1891	....	
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	....	2d Mortgage (Pa. & Md. 46 m.)...	400,000	7	Jan. & July.	"	1900	....	
Equipment Mortgage.....	200,000	8	"	"	"	1879	Philadelphia and Reading:							
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	100½	Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	81½	
Ohio and Mississippi:							Loan of 1870, convertible.....	2,520,000	7	"	"	1890	....	
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....	Mortgage Loan of 1857, conv.....	113,000	6	"	"	1890	95	
1st Mortgage, (W. Div.).....	850,000	7	"	"	"	1872	Mort. Loans of 1843-44-48 & 49.	1,621,000	6	"	"	1890	103	
2d Mortgage, (W. Div.).....	534,000	7	"	"	"	1874	84	Mortgage Loan of 1863.....	2,700,000	7	April & Oct.	"	1880	....
Income Mort., (W. Div.).....	221,500	7	April & Oct.	"	"	1882	Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1880	....	
Consolidated Mort.....	2,761,000	7	Jan. & July.	"	1898	94½	Mortgage Loan of 1843 stg.....	976,800	6*	"	"	1880	....	
Consolidated Mort. (sterling)...	101,850	7*	"	London.	1898	....	Mortgage Loan of 1836 stg.....	110,400	7*	"	"	1872	....	
Oil Creek and Allegheny River:							Mortgage Loan of 1836 stg.....	177,600	7*	"	"	'74-'77	....	
1st Mortgage (J. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84	Mortgage Loan of 1836 stg.....	5,500,000	7	June & Dec.	Philadelphia.	1911	100½	
1st Mortgage (War. & Fkin)...	590,000	7	April & Oct.	"	1882	85½	Consolidated	1,462,000	6*	"	"	1911	101	
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	75	Dollar registered	4,000,000	6*	"	Phil. or Lond.	1911	....	
Old Colony and Newport:							Gold or stg coup.	624,000	6*	"	"	1911	....	
Plain Bonds.....	1,000,000	6	March & Sept.	Boston	1876	94½	Gold or stg reg. ....	376,000	6	"	Philadelphia.	1911	....	
Plain Bonds.....	485,000	6	April & Oct.	"	1875	....	Dollar coupon.....							
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	100½	Philadelphia, Wilmington & Balt.:							
Omaha and Northwestern:							Mortgage Loan, convertible.....	345,000	6	Jan. & July.	Philadelphia.	1884	100	
1st M. land grant, gold \$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....	Loan of 1866.....	400,000	6	April & Oct.	"	1876	95	
Omaha and Southwestern:							Loan of 1867.....	1,000,000	6	"	"	1887	....	
1st Mortgage \$20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	87½	Pickering Valley (Phila. & Rdg):							
Orange, Alexandria & Manassas:							1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....	
1st Mort. (Alex. to Gordonsville)	400,900	6	May & Nov.	New York.	1873	93	(Pittsburg, Cin. & St. Louis (Pa.):							
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	89½	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	80	
3d Mort. " " " " " "	598,000	8	May & Nov.	Richmond.	1873	93½	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	monthly.	New York.	1884	....	
4th Mort. " " " " " "	574,000	8	March & Sept.	Alexandria.	1880	83	1st Mort. (Ct. & Newk 33m) conv	775,000	7	Jan. & July.	Philadelphia.	1890	....	
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	81	Pittsburg & Connellsville:							
Orange and Newark:							1st Mortgage of 1863, tax free....	4,000,000	7	Jan. & July.	Baltimore.	1896	95½	
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....	2d Mort. (Balt. Loan) of 1866.....	1,000,000	6	"	"	1886	....	
Osaage Valley & Southern Kansas:							1st Mort. (Turtle Cr. Div. 10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....	
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Pittsburg, Ft. Wayne & Chicago:							
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	104	
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....	
Oswego and Rome (R.W. & O.):							1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....	
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....	
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....	
Oswego and Syracuse (D.L. & W.):							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	95	
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	....	
Ottawa, Oswego & Fox River:							2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....	
1st Mortgage guar. by (C.R. & Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....	
Owensboro' and Russellville:							2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....	
1st Mortgage for \$1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....	2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....	
Pacific of Missouri (Atl. & Pac.):							2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	98½	
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	87½	2d Mortgage (Series M).....	2,000,000	7	April & Oct.	"	1912	....	
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	83	Bridge (O. & P. R. R.) bonds.....	155,900	7	May & Nov.	"	1876	....	
Income Bonds.....	1,500,000	7	"	"	"	1885	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	....	
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1887	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	....	
1st Mort. (Lex. & St. Louis) gold	1,000,000	6*	Jan. & July.	New York.	1887	....	Plymouth, Kankakee & Pacific:							
1st Mortgage (Lea. Atch. & Nev.)	500,000	7	April & Oct.	"	1889	....	1st Mortgage for \$3,600,000.....	.....	7	Jan. & July.	.....	1901	....	
Fadueah and Memphis:							Port Huron & Lake Michigan:							
1st Mortgage gold for \$2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....	1st Mortgage gold, for \$1,800,000	.....	7*	May & Nov.	New York.	1889	....	
Panama:							Portland & Ogdensburg (Me. & N.H.):							
1st Mortgage, stg £19,350.....	93,847	7*	April & Oct.	London.	1875	....	1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....	
General Mortgage, stg £597,900.	3,809,330	7*	"	"	1897	....	Consol. Mort. gold, for \$3,300,000	.....	6*	May & Nov.	"	1901	....	
Paris and Decatur:							Portland and Ogdensburg (Vt.):							
1st Mortgage gold.....	1,200,000	7*	Jan. & July.	New York.	1901	....	1st Mortgage gold, for \$2,300,000	.....	6*	May & Nov.	Boston.	1891	....	
Paterson and Newark (Erie):							Portland and Oxford Central:							
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	1st Mortgage of 1863.....	250,000	6	Jan. & July.	Portland.	1883	....	
Pekin, Linc. & Decatur (T.W. & W.):							Portland and Rochester:							
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	85	1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Portland.	1887	....	
Pemberton & Hights. (U.C. of N.):							1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....	
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	2d Mort. Sept. 1, 1871 for \$450,000	.....	7	March & Sept.	"	1891	....	
Pemberton & N. York (N.J.S.):							Port Royal (S. C.):							
1st Mortgage, guaranteed.....	500,000	7	.....	New York.	....	....	1st Mortgage gold, skg f'd.....	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....	
Peninsular Railway:							1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	"	"	1889	....	
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....	Poughkeepsie and Eastern:							
1st Mortgage gold (S.F.) 2d series	979,000	7*	"	"	1900	....	1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....	
Pennsylvania:							Providence and Worcester:							
1st Mortgage (Harr. to Pbg)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	101½	1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....	
2d Mortgage ( " " ).....	2,594,000	6	April & Oct.	"	1875	97	Quincy, Alton and St. Louis:							
2d Mortgage ( " " ) stg.....	2,282,240	6*	"	London.	1875	....	1st Mortgage gold.....	850,000	7*	May & Nov.	Philadelphia.	1882	....	
General Mortgage (coup. & reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	94½	Quincy and Toledo (T. W. & W.):							
State lien for \$17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	90	
Pennsylvania Coal:							Quincy & Warsaw (C. B. & Q.):							
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....	1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	100½	
Pennsylvania and Delaware:														

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							Sioux City and Pacific:						
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdensburg:							Somerset (Me. Central):						
1st Mortgage (W. & R.) Skg Fund	799,900	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potdam & Watert.)	327,000	7	June & Dec.	"	'72-'74	....	South Carolina:						
Consolidated Mort. Skg Fund...	824,500	7	"	"	1891	....	1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	"	New York.	'82-'88	....
1st Mortgage, gold \$20,000 p.m.....		7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free.....	500,000	7	May & Nov.	Boston.	1880	65	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1880	88	Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,220	7	various.	"	'72-'74	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. ( " ).....	17,500	6	"	"	1879	....	1st M. endor. by State \$16,000pm		8	.....	.....	.....	....
Calais Loan (Lewey's Island)...	130,000	6	June & Dec.	"	1876	....	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free.....	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	102	2d Mort. " " " "	200,000	7	"	"	1889	....
1st M. (W. D.) land grant, g'd tax fr	15,900pm	8*	"	"	1900	97	South Mountain Iron (Cumb. Val):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series A) skg fd.	1,100,000	7	Jan. & July.	New York.	1894	100	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg fd.	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama:						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	80	1st Mort., endor. by Ala. gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	South Pacific (Atl. & Pac.):						
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	80	1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
1st Mortgage, gold \$16,000.....		7*	Jan. & July.	New York.	1901	....	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	96	South Side, Va. (A. M. & O.):						
St. Louis, Jacksonv. & Chic. (C. & A.):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91	2d preferred bonds.....	617,000	6	"	"	'84-'90	73
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	"	1898	....	3d preferred bonds.....	448,500	6	"	"	'84-'90	....
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	92	1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Denv. (Pacific):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed....	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
1st Mort. gold skg fund conv.....	2,250,000	7	May & Nov.	New York.	1894	....	Southern Minnesota:						
1st M. (Evans D.) gold skg fd, con	1,000,000	7	"	"	1896	....	1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
St. Louis and St. Joseph:							2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	Southern (Cal.) Pacific:						
St. Louis, Van. & T. H. (T. H. & L.):							1st Mortgage gold for \$28,000,000.	5,750,000	6*	.....	.....	....	....
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	Southern Pennsylvania:						
2d Mortgage, (A.) guaranteed....	1,600,000	7	May & Nov.	"	1898	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage (B.) convertible....	1,000,000	7	"	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	South Western (Cen. of Ga):						
St. Paul and Chicago (M. & St. P.):							Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
1st M. land gr. gold skg fd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	1st Mortgage (Muscoogee) conv.	300,000	7	"	"	'72-'76	....
St. Paul and Pacific 1st Division:							Spartanburg and Union:						
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. Paul to Wah.) 70 m.	700,000	7	Jan. & July.	"	1892	....	1st Mortgage not endorsed....	198,370	7	"	"	1879	....
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	Springfield & Illinois S. Eastern:						
General Mort. (R. R. & Lands)...	2,020,000	7	Jan. & July.	"	....	....	1st Mortgage gold, tax free....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
General Mort. (R. R. & L'ds) stg.	1,000,000	7*	"	London.	....	....	2d Mortgage gold, tax free....	1,000,000	7*	"	"	1900	....
1st M. (W. Line) R. R. & Lands...	6,000,000	7	"	New York.	....	....	Springfield and Northwestern:						
2d M. (W. Line) R. R. & Lands...	3,000,000	7	"	"	....	....	1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York.	1901	....
St. Paul and Sioux City:							Staten Island:						
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Land Stock on 400,000 acres.....	2,400,000	8	J. A. J. & J.	"	1890	....	Sterling Mountain:						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage.....	850,000	7*	Jan. & July.	New York.	1874	....
1st Mortgage for \$450,000.....		8	Jan. & July.	New York.	1901	....	Sullivan (Verm. Central):						
Salem (W. Jer.):							1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Salem and Lowell (B. & L.):							Sullivan and Erie:						
1st Mortgage.....	226,930	6	Feb. & Aug.	Boston.	1878	....	1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sand, Mansfield & Newark (C. & O.):							Summit Branch:						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1900	....	1st Mortgage.....	171,000	6	Jan. & July.	Philadelphia.	1875	90
San Fran., Oakland & Alameda:							Sunbury and Lewiston:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	85
Saratoga & Whitehall (R. & S.):							Superior and St. Croix:						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	1st Mortgage, \$16,000 p. m.....		8	.....	.....	....	....
Savannah and Charleston:							Superior and Northwestern:						
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	1st Mortgage, \$16,000.....		8	.....	.....	....	....
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....	Suspens. Brid. & Erie June (Erie):						
Funded Interest bonds.....	157,400	7	"	"	1889	....	Sussex (N. J.):						
Savannah, Griffin & North Ala.:							1st Mortgage.....	1,000,000	7	.....	New York.	....	....
1st Mortgage for \$500,000 guar...	162,000	7	Jan. & July.	Macon.	1891	....	Sussex (N. J.):						
Savannah and Memphis:							1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....	Swedesboro (W. Jer.):						
Schenectady & Susq. (D. & H. Can.):							1st Mortgage, guaranteed.....	185,500	6	Jan. & July.	Camden.	....	....
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....	Syracuse, Bing. & N. Y. (D. L. & W.):						
Seaboard and Roanoke:							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	....	2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
Selma and Gulf:							Syracuse and Chenango Valley:						
1st M. guar. by Ala. \$16,000pm.		8*	April & Oct.	New York.	1890	....	1st Mort. gold, for \$500,000.....		7*	Feb. & Aug.	New York.	1891	....
Selma, Marion and Memphis:							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
1st M. gold gr. by Ala. \$16,000pm.		8*	March & Sept.	New York.	1889	....	Terre Haute & Indianapolis:						
Selma, Rome and Dalton:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	Tioga:						
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	....	1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Equipment Mortgage.....	230,000	10	"	"	1881	....	Toledo, Peoria and Warsaw:						
Shamokin Valley & Pottav. (N. C.):							1st Mortgage (E. Div.) 110 m....	1,000,000	7	June & Dec.	New York.	1894	94
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	1st Mortgage (W. Div.) 117 m....	1,500,000	7	Feb. & Aug.	"	1896	89
Shoebayon and Fond du Lac:							2d Mortgage (W. Div.) 117 m....	1,300,000	7	April & Oct.	"	1886	80
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Equipment Mort. sinking fund...	84,000	8	Jan. & July.	"	1879	....
1st Mortgage extension.....	694,000	8	April & Oct.	"	1896	....	Consol. Mort. 227 m. \$6,500,000.	1,406,000	7	May & Nov.	"	1910	....
Shenango and Allegheny:							1st Mortgage (Burl. Br.) 19 m....	250,000	7	June & Dec.	"	1910	87
1st Mortgage for \$1,000,000.....	628,000	7	April & Oct.	New York.	1889	....	Tom's River & Watert. (N. J. Co.):						
Shepaug Valley (Ct.):							1st Mortgage guaranteed.....	80,800	7	.....	New York.	1888	....
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	Troy & Bennington (T. & ):						
Shore Line (N. Y. & N. H.):							1st Mortgage skg fund, war....	100,000	7	Jan. & July.	Troy.	1878	....
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	Troy and Boston:						
Sioux City and St. Paul:							1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....	2d Mortgage.....	300,000	7	April & Oct.	"	1885	....
Land Grant Mortgage gold.....	800,000	7*	Jan. & July.	"	....	....	3d Mortgage.....	650,000	7	May & Nov.	"	1875	....
							Convertible Bonds.....	648,000	7	"	"	1882	....



An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Toledo, Wabash and Western:							Western Maryland:						
1st Mort. (Tol. & Ill. 75 m.)....	\$900,000	7	Feb. & Aug.	New York.	1890	99	1st Mortgage.....	\$100,000	6	Jan. & July.	Baltimore.	1890	91
1st M.(L.Erie, W.& St.L. 167 m.)..	2,500,000	7	" " "	" " "	1890		1st Mort. endor. by Balt.....	200,000	6	" " "	" " "	1890	96
1st Mort.(Gt.W.R.R.W.D.100m).....	4,000	10	April & Oct.	" " "	1868		2d Mort. " " " " " " " "	30,000	6	" " "	" " "	1890	94
1st M.(Gt.W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" " "	1888		2d Mort. endor. by Wash. Co..	300,000	6	" " "	" " "	1890	84
1st Mort. (Quincy & Tol 34 m.) ..	600,000	7	May & Nov.	" " "	1890		2d Mortgage preferred.....	600,000	6	" " "	" " "	1895	83
1st Mort. (Ill. & So. Iowa 42 m.) ..	300,000	7	Feb. & Aug.	" " "	1882	90	3d Mortgage endor. by Balt.....	875,000	6	" " "	" " "	1900	96
2d Mort. (Tol. & Wabash 75 m.) ..	1,000,000	7	May & Nov.	" " "	1878		Western Pacific (Cen. Pac.):						
2d Mort. (T. Wab. & Wt. 167 m.) ..	1,500,000	7	" " "	" " "	1871	92	1st Mortgage assumed, gold.....	2,735,000	6	Jan. & July.	New York.	1899	...
2d M. (Gt. W.Rwy of '59, 181m.) ..	2,500,000	7	" " "	" " "	1893	87	Western Pennsylvania (Penn.):						
Equipment (Tol. & Wab. 75m.) ..	600,000	7	" " "	" " "	1883	82	1st Mortgage (main line 57 m.) ..	800,000	6	April & Oct.	Philadelphia.	1893	80
Consol. Mortgage (500 m.) ..	2,700,000	7	F. M. A. & N.	" " "	1907	87	1st Mortgage (Pittsb. Br. 23 m.) ..	1,000,000	6	Jan. & July.	" " "	1896	...
1st M. (Dec. & East St. L. 109m.) ..	2,700,000	7	" " "	" " "	1900	91	Western Union (M. & St. P.):						
Troy, Salem & Rutland(R. & Sar.):							1st Mortgage for \$5,000,000 .....	3,275,000	7	Jan. & July.	New York.	1896	...
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890		West Jersey:						
Troy Union (and Depot):							Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	...
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	...	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	" " "	1896	96
2d Mortgage, guaranteed.....	180,000	6	" " "	" " "	1878	...	Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	" " "	1899	101
Tuckerton:							West Wisconsin:						
1st Mortgage.....	400,000	7	April & Oct.	Philadelphia.	1901	...	1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	...
Union Pacific:							Whitehall & Plattsburg (M. & P.):						
1st Mortgage gold, tax free.....	27,237,000	6	Jan. & July.	N. Y. & Bost.	'96-'99	91	1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1888	...
2d Mortgage (Gov. subsidy).....	27,236,000	6	" " "	" " "	'96-'99		Wicomico and Pocomoke:						
1st Mort. Land Grant.....	9,193,000	7	April & Oct.	" " "	1889	78	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1873	...
Income Mortgage.....	10,000,000	10	March & Sept.	" " "	1874	80	Williamston and Tarboro':						
Omaha Bridge B'ds, str. \$250,000	2,500,000	8	April & Oct.	London.	1896		1st Mortgage.....	350,000	8	May & Nov.	New York.	1900	...
Union Pacific (Central Div.):							Wilmington, Colum. & Augusta:						
1st Mortgage gold, tax free.....	1,800,000	6	May & Nov.	New York.	1895	...	1st Mortgage.....	3,200,000	7	June & Dec.	Baltimore.	1900	70
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	" " "	'96-7-8		Wilm., Charlotte & Rutherford:						
Union Pacific, S. Br. (M.K. & T.):							1st mortgage.....	1,500,000	8	Jan. & July.	New York.	1897	...
1st Mortgage gold, skg fund.....	3,595,000	6	Jan. & July.	New York.	1890	...	1st Mortgage, endor. by N. Car..	1,000,000	8	" " "	" " "	1897	...
Union & Titusville(O.C. & A.Riv.):							Wilmington and Reading:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	...	1st Mortgage.....	1,250,000	7	April & Oct.	Philadelphia.	1900	90
United Companies of New Jer.:							2d Mortgage coupon or regis....	725,000	7	Jan. & July.	" " "	1902	80
Sinking Fund sterling £262,000.	1,268,080	6	Jan. & July.	London.	1880	...	Wilmington and Weldon:						
Loan of 1875 (Joint Companies)	675,000	6	April & Oct.	Philadelphia.	1875	...	Sterling Bonds.....	648,700	6	Jan. & July.	London.	1881	...
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	98	Currency Bonds.....	221,400	7	May & Nov.	" " "	1882	...
Loan of 1883 ( " " " ) ..	450,000	6	" " "	" " "	1878		Sinking Fund gold, Bonds.....	710,000	7	Jan. & July.	New York.	1896	...
Loan of 1883.....	1,700,000	6	" " "	Philadelphia.	1883	92	Wilmington and Western (Del.):						
Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	83	1st Mortgage, Jan. 1, 1872.....	400,000	7.3	J. A. & J. O.	Wilmington.	1892	...
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	93	Winona & St. Peter (C. & N. W.):						
Sterling Loan £369,200.....	1,846,000	5	March & Sept.	London.	1894	...	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. & July.	New York.	1890	8
Sterling Loan £360,000.....	1,846,000	6*	" " "	" " "	1888	...	2d Mortgage \$12,000 p. m.....	1,665,000	7	May & Nov.	" " "	1890	...
Loan of 1888.....	154,000	6	" " "	" " "	1888	...	Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" " "	1910	...
Bond to State of New J.(N.J.Co)	103,000	7	Feb. & Aug.	New York.	1887	...	Wisconsin Central:						
Bond to State of N. Jer.(U.Co's)	500,000	7	" " "	" " "	1887	...	1st M. L. G., gold S. F. \$25,000pm	.....	7*	Jan. & July.	Boston.	1901	...
Loan of 1894.....	2,000,000	6	April & Oct.	Philadelphi.	1894	...	Worcester (Md.):						
Utica and Black River:							1st Mortgage.....	210,000	6	Jan. & July.	Baltimore.	1891	...
1st Mortgage.....	351,500	7	Jan. & July.	N. Y. & Utica.	1878	...	Worcester and Nashua:						
Utica, Chen. & Susq. Val.(D.&H.C):							Plain Bonds.....	125,000	7	Jan. & July.	Boston.	1890	...
1st Mortgage.....	.....	7	" " "	" " "	.....	...	Plain Bonds.....	75,000	6	" " "	" " "	1890	...
Utica, Ithaca and Elmira:							CANAL BONDS.						
1st Mortgage gold, skg fund....	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	...	Chesapeake and Delaware:						
Vermont Central:							1st Mortgage sinking fund.....	1,997,872	6	Jan. & July.	Philadelphia.	1886	...
1st Mortgage consolidated.....	3,000,000	7	June & Dec.	Boston.	1886	39	Chesapeake and Ohio:						
2d Mortgage consolidated.....	1,500,000	7	" " "	" " "	1891	20	Maryland Loan sinking fund.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	...
1st Mort.(Stan.,Sheff. & Ch.R.R.)	443,800	7	Jan. & July.	" " "	1887	78	Sterling, Loan guaranteed.....	4,375,000	5*	" " "	London.	1890	...
Guar. Stock (Vt. & Ca.R.R.)....	795,500	8	June & Dec.	" " "	1887	79	Preferred Bonds (next lien) .....	1,699,500	6	Jan. & July.	Baltimore.	1885	...
Equipment Mortgage.....	1,000,000	8	May & Nov.	" " "	1889	79	Delaware Division (L.C. &:						
Equipment Mortgage.....	1,000,000	8	" " "	" " "	1889	79	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	...
Vermont and Massachusetts:							Delaware and Hudson:						
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	...	1st Mort.- 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	...
Convertible bonds, tax free.....	200,000	7	" " "	" " "	1879	100	gage re- 2d series, July 1, 1869..	3,500,000	7	Jan. & July.	" " "	1884	10
Vermont Valley (Rutland):							gistered. 3d series, Jan. 1, 1871..	5,000,000	7	" " "	" " "	1891	...
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	...	Delaware & Raritan See U'd Co's.						
2d Mortgage.....	114,000	6	" " "	Boston.	1860	...	Lehigh Coal and Navigation:						
2d Mortgage.....	293,200	7	" " "	New York.	1869	...	Mortgage Loan reg.....	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	...
Vicksburg and Meridian:							Mortgage Loan reg.....	2,000,000	6	F. M. A. & N.	" " "	1897	...
General { 1st series (red).....	722,500	7	Jan. & July.	Philadelphia.	1890	...	Mortgage (equip.) Loan, gold.....	4,944,000	6*	June & Dec.	" " "	1894	...
2d series (blue).....	850,000	7	" " "	" " "	1890	...	Convertible Loan, gold.....	922,000	6	March & Sept.	" " "	1894	...
Mortgage { 3d series (black).....	154,000	7	" " "	" " "	1890	...	Convertible Bonds.....	1,496,879	6	June & Dec.	" " "	1877	...
4th series (not end.)....	1,273,000	7	April & Oct.	" " "	1880	...	Monongahela Navigation:						
Special Loan 1871.....	225,439	8	Jan. & July.	" " "	1880	...	1st Mortgage.....	103,000	6	Jan. & July.	New York.	1887	...
Vineyard:							Morris (and Banking):						
1st Mortgage tax free.....	750,000	7	April & Oct.	New York.	1890	...	1st Mortgage.....	500,000	6	April & Oct.	Philadelphia.	1876	...
Virginia & Tennessee(A.M. & O.):							2d Mortgage.....	285,000	6	" " "	" " "	1876	...
1st Mortgage.....	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	98	Boat Loan, sinking fund.....	286,965	7	Feb. & Aug.	" " "	1887	...
Enlarged Mortgage.....	990,000	6	" " "	" " "	1884	78	Preferred Stock Dividend Scrip.	103,184	7	" " "	" " "	1887	...
4th Mortgage.....	846,000	6	March & Sept.	" " "	1900	91	Pennsylvania:						
Registered Certificates.....	123,205	8	Jan. & July.	" " "	'71-'75		1st Mortgage skg fund guar.....	2,205,000	6	Jan. & July.	Philadelphia.	1887	...
Funded Interest.....	204,200	8	" " "	" " "	1880	...	1st Mortgage (Wy. Val. Can.)..	600,000	6	" " "	" " "	1878	...
Income Mortgage (fundable).....	112,500	8	" " "	" " "	1866	...	1st Mortgage (Erie Canal).....	743,654	7	" " "	" " "	1873	...
Wallkill Valley (Erie):							Interest Bonds (Erie Canal) 1880	161,900	7	" " "	" " "	1873	...
1st Mortgage gold, tax free.....	20,000pm	7*	April & Oct.	New York.	1910	...	Schnylkoff Navigation(Ph. & Rdg):						
Ware River (Vt. Cen.):							1st Mortgage.....	1,748,987	6	March & Sept.	Philadelphia.	82-'97	...
1st Mortgage gold, for \$750,000..	462,000	6*	June & Dec.	New York.	1890	...	2d Mortgage.....	4,016,670	6	Jan. & July.	" " "	1882	...
Warren (D. L. & W.):							Plain Bonds.....	85,222	6	" " "	" " "	1876	...
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	...	Improvement bonds.....	302,500	6	May & Nov.	" " "	1870	...
2d Mortgage, guaranteed.....	750,000	7	May & Nov.	" " "	1900	...	Boat and Car Loan.....	766,750	6	" " "	" " "	1888	...
Warren & Franklin(O.C. & AllR.):							Boat and Car Loan.....	628,100	6	" " "	" " "	1889	...
1st Mortgage, assumed.....	580,000	7	April & Oct.	Philadelphia.	1882	80	Coupon Bonds.....	1,079,000	7	Jan. & July.	" " "	1895	...
Ware Rock Valley (Erie):							Susquehanna (S. & Tide Water):						
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	...	1st Mortgage.....	227,000	6	Jan. & July.	Philadelphia.	1894	...
Washington and Ohio:							2d Mortgage.....	700,000	6	" " "	" " "	1885	...
1st Mortgage gold, \$9,000,000.....	.....	7*	April & Oct.	New York.	1891	...	3d Mortgage.....	874,000	6*	" " "	London.	1878	...
Watertown & Rome (R.W. & O.):							Tide-Water (Susq. & Tide-W.):						
Sinking Fund Bonds.....	799,900	7	March & Sept.	New York.	1880	...	1st Mortgage.....	97,810	6	Jan. & July.	Baltimore.	1894	...
Westchester and Philadelphia:							2d Mortgage.....	300,000	6	" " "	" " "	1885	...
1st Mortgage.....	108,400	7	Jan. & July.	Philadelphia.	1873	...	3d Mortgage.....	437,000	6	" " "	" " "	1878	...
General Mortgage tax free.....	1,072,300	7	April & Oct.	" " "	1891	101	Union:						
Western of Alabama:							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	...
1st Mortgage (Western R.R.)....	600,000	8	April & Oct.	New York.	1888	...	West Branch and Susquehanna:						
1st Mortgage(M. & W. Point R.R.	750,000	8	" " "	" " "	1881	...	1st Mortgage.....	450,000	6	Apl. & Oct.	Philadelphia.	1878	...
2d Mortgage (consols guar.)....	1,146,000	8	" " "	" " "	1900	...	2d Mortgage.....	298,000	6	May & Nov.	" " "	1888	...
Income Mortgage.....	513,400	.....	" " "	" " "	.....	...							

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Years ending	Railroad			Rolling Stock			Companies	Property and Assets			Liabilities			Operations			Earnings			Value of Shares			
	M.	M.	M.	M.	M.	M.		M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.				
Branch Line	Trunk and Siding	Railroad in progress	Engines	Pass.	B. M. E.	Freight	Railroad	Rolling Stock	Assets	Accounts and Cash	Stocks	Bonds	Accounts	Surplus Income	Railroad Operated	Trains Moved	Passengers	Freight	Gross	Net	Dividends	Market	
Sept. 30, 1871	60.2	1.5	125.0	3	3	3	56	Adirondack	3,103,000	.....	3,763,000	800,000	1,851,288	.....	60.2	60.2	22,324	22,324	77,064	12,700	100	100	100
May 31, 1871	266.0	14.8	10	20	6	6	400	Alabama and Chattanooga	10,600,000	.....	2,700,000	7,800,000	2,600,000	.....	206.0	206.0	22,324	22,324	77,064	12,700	100	100	100
Jan. 30, 1871	81.3	4.6	10	13	6	6	101	Alabama Central	10,600,000	.....	2,700,000	7,800,000	2,600,000	.....	81.3	81.3	22,324	22,324	77,064	12,700	100	100	100
Sept. 30, 1871	142.0	85.6	3	24	12	12	749	Albany and Susquehanna (D. & H.)	8,600,000	.....	3,280,000	4,390,000	83,440	.....	142.0	142.0	22,324	22,324	77,064	12,700	100	100	100
Oct. 31, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Nov. 30, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Dec. 31, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Jan. 30, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Feb. 28, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Mar. 31, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Apr. 30, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
May 31, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Jun. 30, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Jul. 31, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Aug. 31, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Sept. 30, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Oct. 31, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Nov. 30, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Dec. 31, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Jan. 30, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Feb. 28, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Mar. 31, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Apr. 30, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
May 31, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Jun. 30, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Jul. 31, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Aug. 31, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Sept. 30, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Oct. 31, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Nov. 30, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Dec. 31, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Jan. 30, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Feb. 28, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Mar. 31, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Apr. 30, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
May 31, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Jun. 30, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Jul. 31, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Aug. 31, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Sept. 30, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Oct. 31, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,324	77,064	12,700	100	100	100
Nov. 30, 1871	132.0	44.0	112.0	40	32	32	7	Allegheny Valley	1,947,216	.....	2,256,350	7,461,000	602,437	.....	132.0	132.0	22,324	22,3					



Sept. 30, 1871	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Oct. 31, 1871	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Nov. 30, 1871	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Dec. 31, 1871	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Jan. 31, 1872	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Feb. 28, 1872	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Mar. 31, 1872	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Apr. 30, 1872	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
May 31, 1872	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Jun. 30, 1872	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Jul. 31, 1872	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Aug. 31, 1872	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Sept. 30, 1872	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Oct. 31, 1872	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Nov. 30, 1872	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Dec. 31, 1872	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Jan. 31, 1873	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Feb. 28, 1873	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Mar. 31, 1873	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Apr. 30, 1873	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
May 31, 1873	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Jun. 30, 1873	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Jul. 31, 1873	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Aug. 31, 1873	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Sept. 30, 1873	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Oct. 31, 1873	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Nov. 30, 1873	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Dec. 31, 1873	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Jan. 31, 1874	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Feb. 28, 1874	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Mar. 31, 1874	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Apr. 30, 1874	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
May 31, 1874	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Jun. 30, 1874	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Jul. 31, 1874	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Aug. 31, 1874	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Sept. 30, 1874	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Oct. 31, 1874	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Nov. 30, 1874	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Dec. 31, 1874	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Jan. 31, 1875	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Feb. 28, 1875	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Mar. 31, 1875	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Apr. 30, 1875	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
May 31, 1875	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Jun. 30, 1875	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Jul. 31, 1875	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Aug. 31, 1875	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Sept. 30, 1875	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Oct. 31, 1875	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Nov. 30, 1875	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Dec. 31, 1875	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Jan. 31, 1876	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Feb. 28, 1876	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Mar. 31, 1876	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Apr. 30, 1876	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
May 31, 1876	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738	63.8	586,386	107,274	370,840	787,815	157,649	5	100
Jun. 30, 1876	13.3	53.6	1.8	2,689,307	304,930	84,463	2,153,300	884,399	955,000	90,738								

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

**the asterisk (\*)** occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

[illegible]



[illegible]

*See also* 22. (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

[illegible]



[illegible]

**DEFERRED & GUARANTEED STOCKS**

(Marked with an asterick (\*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

[COMPANIES.]	Amount out- standing.	Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.), pref.	\$1,919,000	7	4	...
Atlantic and St. Lawrence* guar.	2,494,000	4	4	...
Baltimore and Ohio, pref.	3,006,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	...
Blossburg and Corning,* guar.	250,000	5	5	...
Boston, Concord and Montreal, pref.	1,340,000	6	6	86
Buffalo, N. York and Erie,* guar.	950,000	7	7	74
Camden and Atlantic, pref.	758,695	7	7	73
Catawissa,* pref. and guar.	2,200,000	7	7	84
Cayuga and Susquehanna,* guar.	589,110	9	9	...
Cedar Rapids & Missouri, preferred and guaranteed.	755,000	7	7	...
Central Ohio, preferred.	400,000	7	7	40
Chester, guar.	330,000	8	6	...
Cheshire, preferred.	2,017,815	7	3	82
Chicago and Alton, pref.	2,425,400	7	10	112
Chicago, Iowa and Nebraska,* guar.	2,600,000	10	10	...
Chicago and Northwestern, pref.	20,370,293	7	7	86
Cleveland and Mahoning,* guar.	2,056,000	7	7	...
Cleveland and Toledo,* guar.	6,250,000	3 1/2	3 1/2	...
Coschecho, preferred.	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	92
Cumberland Valley, 1st pref.	241,908	8	8	114
" " 2d pref.	594,000	8	8	...
Delaware,* guaranteed.	542,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	...	...
Dubuque and Sioux City,* preferred and guaranteed.	1,998,170	7	7	97
Dubuque Southwestern, pref.	330,308	7	7	...
Eastern (N. H.)* guaranteed.	492,500	8	8	...
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	...
Elmira and Williamsport,* guar.	500,000	5	6	...
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	84
Erie, preferred	8,539,910	7	7	80
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	70
Harrisburg and Lancaster,* guar.	1,182,560	7	7	...
Houstonian, preferred	1,180,000	8	4	...
Huntington & Broad Top Mountain, preferred	190,750	7	3 1/2	35
Joliet and Chicago,* guar.	1,500,000	7	7	...
Joliet and Northern Indiana,* guar.	300,000	8	8	...
Lackawanna and Bloomsburg, pref.	500,000	7	...	...
Leds and Farmington,* guar.	...	5	5	...
Little Schuylkill,* guar.	2,646,100	7	7	...
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87
Marietta and Cincinnati, 1st pref.	6,896,135	6	...	28
" " 2d pref.	4,051,744	6	...	14
Manchester and Lawrence*	1,000,000	10	10	...
Michigan Southern, guaranteed.	586,800	10	9	...
Mill Creek and Mine Hill,* guar.	925,375	10	10	...
Milwaukee and St. Paul, preferred.	9,744,268	7	...	77
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	...
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	...
New Haven and Northampton*	1,344,000	...	...	...
New York and Harlem, pref.	1,500,000	8	8	130
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	...
North Eastern (S. C.), preferred.	155,000	9	8	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	99
Ohio and Mississippi, pref.	3,500,000	7	7	74
Paterson and Hudson,* guar.	630,000	8	8	...
Paterson and Ramapo,* guar.	248,000	5	5	...
Peoria and Bureau Valley,* guar.	1,290,000	...	6	...
Philadelphia and Erie,*	5,996,700	...	...	...
Philadelphia and Reading, pref.	1,551,800	...	10	...
Philadelphia and Trenton,* guar.	1,099,720	...	10	...
Pittsfield and North Adams,* guar.	450,000	6	6	...
Portl. & Kennebec (Yarmouth) guar.	200,000	6	6	...
Portland, Sag. & Portsmouth,* guar.	1,600,000	6	6	...
Portsmouth and Concord*	350,000	7	7	...
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	...
Rochester and Genesee Valley*	557,560	...	7	...
Rutland, preferred.	...	...	7	58
St. Louis, Alton and T. H., pref.	2,040,000	7	7	48
Sandusky and Cincinnati, pref.	445,500	6	6	48
Schuylkill Valley,* guar.	576,600	5	5	...
Shamokin Valley & Pottsville,* guar.	869,450	5	5	...
Tol. Peoria & Warsaw 1st pref.	1,700,000	7	...	...
" " 2d pref.	1,306,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	90
Troy and Greenbush,* guar.	274,000	7	7	...
Vermont and Canada,* guar.	2,500,000	8	8	...
Warren,* guar.	1,408,300	7	7	...
White Mountains,* guar.	200,000	5	5	...
Wrightley, York & Gettysburg,* pref.	317,550	...	2	...

**WHOLESALE PRICE CURRENT.**

**IRON—DUTY:** Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 105 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Brand, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, \$4; Scrap Cast, \$6; Scrap Wrought, \$8 per ton—all 10 per cent. No Bar Iron to pay a less duty than 36 per cent ad val.

Pig, Scotch-Coltness.....	per ton	54	—	@	55	—
Gartsherrie.....		50	—	@	51	—
Glengarnock.....		48	—	@	49	—
Eglinton.....		45	—	@	46	—
Pig, American, No. 1.....		45	—	@	50	—
Pig, American, No. 2.....		46	—	@	48	—
Pig, American, Forge.....		39	—	@	42	—
Bar, Refined, English and American.....		110	—	@		—
Bar, Sweden, assorted sizes.....	(gold)	120	—	@	130	—

STOCK PRICES.

Bar, Swedes, 14 x 14 & 14 x 14 to 14 x 14 sq. 14 to	145	—	@155 —
6 x 3 to 3 x 1 & 2 sq. 6 to 12 x 3 & 1 to 6 in.	105	—	@107 50
Bar, Refined, 3 to 2 in. rd. & sq. 1 to 6 in.	110	—	@112 50
x 1 to 1 in.	112	60	@115
Bar, Refined, 14 by 6 by 4 & 5-16 in.	112	50	@126
Bar, Refined, 14 by 4 & 5-16.	120	—	@150
Large Rounds, 2 1/2 to 2 1/2 to 3 1/2 to 4 in.	130	—	@150
Scraps	117	50	@162 50
Overall and Half-round.	127	50	@172 50
Band, 6 in. by 3-16 to No. 12.	per lb.	—	@ 9
Horse Shoe	154	—	@ 164
Rods, 1/2 @ 3-16 in.	61	—	@ 7
Hoop, 1/2 by No. 22 to 1 & 1 1/2 by 13 & 14.	7	@	8
Nail Rod	List	15	per ct. disc.
Sheet, Russian, as to assortment	(gold)	154	@ —
Sheet, Single D. and T. Common	61	—	@ 7
Sheet, Doubles and Trebles, Charcoal	7	@	8
Sheet, Galvanized	List	15	per ct. disc.
Rails, English	(gold)	per ton	70 @ 72
Rails, American, at Works in Penna.	c'y	80	@ —
Anvils, (Eagles)	per lb	currency	9 @ —

**STEEL**—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3/4 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality).....	per lb.	18 @	22
English Spring (2d and 1st quality).....		9 @	10
English Master (2d and 1st quality).....		11 @	16
English Machinery.....		11 @	16
English German (2d and 1st quality).....		11 @	12
American Blister.....		@	11
American, Cast, Tool.....		@	17
American, Spring.....		@	11
American Machinery.....		@	11
American German.....		9 @	11

**NAILS**—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common.....	per keg.	\$5 50	@	—
8d. and 9d.                    "		—	@	5 75
6d. and 7d.                   "		—	@	6
4d. and 5d.                   "		—	@	6 25
3d.                               "		—	@	7
Cut, 2d and 3d. Fine.....		—	@	7 75
4d. and 4½d. Sugar Box..		—	@	6 50
Cut Spikes, all sizes.....		—	@	5 75
Horse Shoe, Forged (No. 10 to 5).....	per lb.	21	@	33
Copper.....		—	@	45
Yellow Metal Sheathing and Slatng.....		27	@	30

**TIN—DUTY:** Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca.....	(gold) per lb.	— @ —	33
Straits.....	(gold).	— 31 @ —	44
English.....	(gold).	— 31 @ —	31
Plates—Fair to good brands.	Gold.	—	—
	Currency.	—	—
I. C. Charcoal....	per box 10	87 1/2 @ 11	12 50 @ 13 —
I. C. Coke.....	9 50 @ 10	11 — @ 11 50	
Coke Terme.....	8 50 @ 9	9 75 @ 10 25	
Charcoal Terme.....	9 75 @ 10	11 25 @ 11 75	

**PETROLEUM**—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).....	114	8	--
Crude, 40 @ 47 gravity (in shipping order).....	16	2	17
Refined, Standard White (in ship's order).....	6	2	27
Refined, S. W. (in jobbing lots).....	27	7	28
Refined, S. W. (in tin).....	29	2	29
Naptha, Refined, (65 @ 73 gravity).....	16	1	17
Residuum..... per bbl.	11	4	--

**COPPER**—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.	— @	43
Copper, Bolts	— @	45
Copper, Braziers' (over 16 oz.)	— @	45
Copper, Nails	— @	45
Copper, Old Sheathing, &c., mixed lots	28 @	30
Copper, English Pig	— @	32
Copper, American Ingot	28 @	32

LEAD—DUTY: Pig, \$2 per 100 lb.; old Lead, 1½ cent per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish.....	cents per lb.—all less 10 p.c.
German.....	(gold) per 100 lb. 6 42@ 6 50
English.....	(gold) 6 42@ 6 50
Bar.....	(gold) 6 40@ 7 —
Sheet.....	— @ 9 25
Colwell.....	— @11

C) A. L. DUTY: Bituminous, 75 cts. per ton of 28 bushel  
80 lb. to the bushel; Anthracite, FREE; other, 40 cent  
per 28 bushels of 80 lb. to the bushel.

Newcastle Cons.....	per ton of 2240 lb.	nominal.
Liverpool Gas Cannel.....	—	@ 18 —
Liverpool House Cannel.....	—	22 @ 23 —
Anthracite (by cargo) ....	per ton of 2,000 lb.	5 — @ 8 —

**New York Stock Exchange.**

*Actual Sale Prices for the week ending Dec. 25.*

	Th. 19.	F. 20.	Sat. 21.	M. 23.	F. 24.	W. 25.
Canton Co. ....	101½	102½	102½	102½	102½	102½
Central Pacific Co. ....	102½	102½	102½	102½	102½	102½
Central N. Jersey ....	101½	100½	100	102½	102½	102½
Chicago & Alton .....	102½	102½	112	102½	102½	102½
.. pref. ....	102½	102½	102½	102½	102½	102½
.. 1 M. ....	102½	102½	102½	102½	102½	102½
.. S. F. ....	102½	102½	102½	102½	102½	102½
.. Inc. bds. ....	102½	102½	102½	102½	102½	102½
Chicago, Burl. & Q. ....	102½	102½	102½	102½	102½	102½
.. 8s, 1883 .....	102½	102½	112	102½	102½	102½
Chic. & Northwestern ..	82	82½	82½	87	86	86
.. pref. ....	86½	87	86½	87	86	86
.. 1st M. ....	86½	87	86½	87	86	86
.. S. F. ....	100	100	100	100	100	100
.. Consol. ....	92	92	92	92	92	92
Chic., Rock Isl. & Pac. ....	110	110	110½	111½	111½	111½
Chl., R. I. & Pa. 7s, 1896. ....	103½	103½	104	93	93	93
Clev., Col., C. and Ind. ....	88	89	89	89	89	89
Clev. & Pittsburg guar. ....	88	89	89	89	89	89
.. 2 M. ....	88	89	89	89	89	89
.. 3 M. ....	88	89	89	89	89	89
.. 4 M. ....	88	89	89	89	89	89
Clev. and Toledo. ....	88	89	89	89	89	89
.. S. F. 7s. ....	88	89	89	89	89	89
Col., Chl., & Ind. C. ....	35½	36½	36½	36½	36½	36½
.. 1 M. ....	88	88½	88½	88	88	88
.. 2 M. ....	73	73	73	73	73	73
Del. & Hudson Canal .....	119	119	119	119	119	119
Del. Lack. & Western. ....	92½	92½	92½	92½	92½	92½
.. 1 M. 7s. ....	92½	92½	92½	92½	92½	92½
.. 2 M. 7s. ....	92½	92½	92½	92½	92½	92½
Erie Railway. ....	57½	60½	59½	60½	60½	60½
.. pref. ....	78	78½	80	80½	80½	80½
.. 1 M. 7s, 1897. ....	97½	97½	97½	97½	97½	97½
.. 2 M. 7s, 1879. ....	97½	97½	97½	97½	97½	97½
.. 3 M. 7s, 1883. ....	97½	97½	97½	97½	97½	97½
.. 4 M. 7s, 1880. ....	97½	97½	97½	97½	97½	97½
.. 5 M. 7s, 1888. ....	97½	97½	97½	97½	97½	97½
.. 7s, con. gold. ....	97½	97½	97½	97½	97½	97½
Great Western 2d mort. ....	48½	48½	48½	48½	48	48
Hannibal & St. Joseph. ....	48½	48½	48½	48½	48	48
.. pref. ....	68½	67	70	70	70	70
.. 8s, conv. ....	68½	67	70	70	70	70
Hudson River. ....	102½	102½	102½	102½	102½	102½
.. 2 M. S. F. ....	102½	102½	102½	102½	102½	102½
.. 3 M. 7s, 1878. ....	102½	102½	102½	102½	102½	102½
Illinois Central .....	125	125	125	125	125	125
.. bonds ....	125	125	125	125	125	125
Lake Shore & Mich. S'th. ....	94½	95	94½	95½	95½	95½
Lake Shore Div. bonds. ....	93	93	93	93½	93½	93½
Marietta & Cin. 1st pref. ....	28½	28	28	28½	28½	28½
.. 2d pref. ....	28½	28	28	28½	28½	28½
Michigan Central. ....	114½	115	115½	116	116	116
.. S. F. 8s, 1882. ....	114½	115	115½	116	116	116
M. S. and N. I. 1 M. S. F. ....	98	98	98	98	98	98
.. 2 M. ....	98	98	98	98	98	98
Mariposa Mining Co. ....	2½	2½	2½	2½	2½	2½
.. pref. ....	2½	2½	2½	2½	2½	2½
Milw. and St. Paul. ....	54	55	55½	54½	54½	54½
.. pref. ....	77½	77½	77½	77½	77½	77



## New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 25.

Th.19. F.20. Sat.21. M.22. Tu.24. W.25

FEDERAL STOCKS:—					
U. S. 5s, 1874, reg.	109	109	109	109	109
U. S. 5s, 1874, coup.	109	109	109	109	109
U. S. 5s, 10-40s, reg.	109	109	109	109	109
U. S. 5s, 10-40s, coup.	109	109	109	109	109
U. S. 5s, 1881, reg.	114	114	114	114	114
U. S. 5s, 1881, coup.	114	114	114	114	114
U. S. 6s, 1881, reg.	117	117	117	117	117
U. S. 6s, 1881, coup.	117	117	117	117	117
U. S. 6s, 5-20s, reg. '62.	112	112	112	112	112
U. S. 6s, 5-20s, c. 1862.	112	112	112	112	112
U. S. 6s, 5-20s, reg. '64.	112	112	112	112	112
U. S. 6s, 5-20s, c. 1864.	112	112	112	112	112
U. S. 6s, 5-20s, reg. '65.	112	112	112	112	112
U. S. 6s, 5-20s, c. 1865.	112	112	112	112	112
U. S. 6s, 5-20s, r. n. '65.	115	115	115	115	115
U. S. 6s, 5-20s, c. n. '65.	115	115	115	115	115
U. S. 6s, 5-20s, reg. '67.	115	115	115	115	115
U. S. 6s, 5-20s, c. 1867.	115	115	115	115	115
U. S. 6s, 5-20s, reg. '68.	116	116	116	116	116
U. S. 6s, 5-20s, c. '68.	116	116	116	116	116
U. S. 6s, 5-20s, c. '68.	116	116	116	116	116
U. S. 6s, Pac. RR. issue.	112	112	112	112	112

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 24.

W.18. Th.19. F.20. Sat.21. M.22. Tu.24

Catawissa preferred	42	42	42	42	42
Camden and Amboy	42	42	42	42	42
.. 6s, 1875	42	42	42	42	42
.. 6s, 1883	42	42	42	42	42
.. 6s, 1889	42	42	42	42	42
.. mort. 6s, '89	93	93	93	93	93
Elmira & Williamsport	93	93	93	93	93
.. pref.	93	93	93	93	93
.. 7s	93	93	93	93	93
Lehigh Navigation	36	37	37	36	36
.. 6s, 1884	88	88	88	88	88
.. Gold L.	88	88	88	88	88
.. R. R. L.	88	88	88	88	88
.. Conv. L.	88	88	88	88	88
Lehigh Valley R. R.	59	59	59	59	59
.. 6s new coup.	59	59	59	59	59
.. 6s new reg.	59	59	59	59	59
Little Schuylkill R. R.	47	47	47	47	47
.. 7s	47	47	47	47	47
Minehill	53	53	53	53	53
Morris Canal	125	125	125	125	125
.. pref.	125	125	125	125	125
North Pennsylvania	99	99	99	99	99
.. 6s, 1880	99	99	99	99	99
.. 7s	99	99	99	99	99
.. 10s, 1887	99	99	99	99	99
Northern Central	35	35	35	35	35
Oil Creek & Alleg. Riv.	35	35	35	35	35
.. 7s	35	35	35	35	35
Pennsylvania R. R.	56	56	56	56	56
.. 1st M.	56	56	56	56	56
.. 2d M.	97	97	97	97	97
.. Gen. mort.	97	97	97	97	97
.. reg.	97	97	97	97	97
Penn. State, 6s, 1st series	109	109	109	109	109
.. 6s, 2d series	109	109	109	109	109
.. 6s, 3d series	109	109	109	109	109
Philadelphia City, 6s	95	95	95	95	95
.. new	99	99	99	99	99
Philad., Germ. & Nor.	58	58	58	58	58
Phila. & Reading	58	58	58	58	58
Philadelphia and Erie	26	26	26	26	26
.. 6s	92	92	92	92	92
.. 7s	92	92	92	92	92
Phila., Wilm. & Balt.	131	131	131	131	131
Schuylkill Navigation	131	131	131	131	131
.. pref.	131	131	131	131	131
.. 6s, 1882	131	131	131	131	131
.. 6s, 1876	131	131	131	131	131
.. 6s, 1872	131	131	131	131	131
United Co. of N. Jersey	124	124	124	124	124
Hestonville, (Horse)	124	124	124	124	124
Chestnut & Wal.	86	86	86	86	86
Green & Coates	86	86	86	86	86
2d and 3d streets	86	86	86	86	86
Spruce and Pine	86	86	86	86	86
15th and 15th sts.	86	86	86	86	86

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 24.

W.18. Th.19. F.20. Sat.21. M.22. Tu.24

Baltimore City 6s, 1875	96	96	96	96	96
.. 1886	96	96	96	96	96
.. 1890	96	96	96	96	96
.. 1884	96	96	96	96	96
.. 1900	96	96	96	96	96
Balt and Ohio	154	154	154	154	154
.. bonds, 1875, 98	94	94	94	94	94
.. 1880	94	94	94	94	94
.. 1885	94	94	94	94	94
Marietta & Cin. 1st M.	99	99	99	99	99
.. 2d M.	86	86	86	86	86
.. 3d M.	85	85	85	85	85
Northern Central	38	38	38	38	38
.. bonds, 1885	93	93	93	93	93
.. 1900	93	93	93	93	93
Pittsb. & Connellsv. 7s	93	93	93	93	93
N. W. Va. 1st mort.	55	55	55	55	55
.. 2d mort.	55	55	55	55	55
.. 3d mort.	55	55	55	55	55
Virginia & Unsol.	56	56	56	56	56
.. Defer. Certif.	56	56	56	56	56
City Passenger R. R.	56	56	56	56	56

## Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 25.

Th.19. F.20. Sat.21. M.22. Tu.24. W.25

Boston and Albany	147	146	146	146	146
Boston and Lowell	128	128	128	128	128
Boston and Maine	128	128	128	128	128
Boston and Providence	149	148	148	148	148
Boston, Hartford & Erie	43	42	42	42	42
.. 7s, new	43	42	42	42	42
Cheshire, pref.	132	132	132	132	132
Chi., Burl. & Quincy	132	132	132	132	132
Concord	132	132	132	132	132
Connecticut River	132	132	132	132	132
Eastern	105	105	105	105	105
Fitchburg	114	114	114	114	114
Manchester & Law'ree	114	114	114	114	114
Michigan Central	114	114	114	114	114
Northern, N. H.	112	112	112	112	112
Ogdens. & Lake Champ	69	69	69	69	69
.. pref.	116	116	116	116	116
Old Colony & Newport	116	116	116	116	116
Ph., Wtl. & Baltimore	55	55	55	55	55
Port'd, Saco & Ports	37	37	37	37	37
Union Pacific	37	37	37	37	37
.. 6s	76	76	76	76	76
.. Land Grant 7s	76	76	76	76	76
.. Income 10s	76	76	76	76	76
Vermont & Canada	60	60	60	60	60
Vermont & Mass.	86	86	86	86	86
South Boston (Horse)	100	100	100	100	100
Cambridge	100	100	100	100	100
Metropolitan	60	60	60	60	60
Middlesex	60	60	60	60	60
Central Mining Co.	36	36	36	36	36
Copper Falls	17	16	16	16	16
Franklin	10	10	10	10	10
National	5	5	5	5	5
Pewabic	11	12	12	11	11
Quincy	47	47	47	47	47

## London Stock Exchange.

Closing Prices.

Nov. 29. Dec. 6.

Atlantic & Gt. W. 1st mort., \$1,000	75	77	73	75
Do. 2d mort., \$1,000	62	64	61	63
Do. Con. mort. B'nds Bisch's Cert.	35	37	33	35
Do. Reorg. Scrip.	97	99	97	99
Do. Leas. Lines, Rental Bonds	88	90	88	90
Detroit & Milwaukee 1st mort. Bonds	74	77	74	77
Do. 2d do.	74	77	74	77
Erie shares 100 dol. all paid	42	43	41	42
Do. Ticket of Protec. Com. attached	—	—	—	—
Do. 6 per cent Convertible Bonds	90	92	91	93
Do. European Agency Certificates	—	—	—	—
Illinois Central \$100 shares all paid	102	104	101	103
Do. Redemption mort. bonds 6 p.c.	97	109	98	109
Illinois & St. Louis Bridge 1st mort.	97	99	97	98
Marietta and Cincinnati Rail. Bonds	82	85	83	87
Michigan Central 8s 1882, conv.	90	100	90	100
Panama 2d mort.	—	—	—	—
Panama General mort.	92	94	92	94
Pennsylvania, 2d mort.	98	100	98	100
Do. General mort.	93	95	93	95
Do. \$50 shares	45	47	45	47
Philadelphia and Erie 1st mort.	93	95	93	95
Do. with option to be paid in Phila.	93	95	93	95

## American Railroad Journal.

Saturday, December 28, 1873.

## Stock Exchange and Money Market.

Money has been in quick request all through the week, especially for speculative purposes, and rates on call loans have been maintained at high figures, the minimum having been the legal quotation of 7 per cent. with, however, a fractional commission added for the use of funds from day to day, in the majority of instances in which aid was extended to needy borrowers. The city banks had to contract their loan and discount averages, having lost heavily in the lines of legal tender reserve, and of undrawn deposits, though reporting a gain of over a million in their specie hoard. The clearances of the banks averaged through the week 134½ millions a day, and amounted in the aggregate, for the whole week, to \$807,602,654 as against \$779,957,293 the preceding week. The call for help from the interior was more urgent. In the way of mercantile credits, there was not much activity, and on the best grades of commercial paper, rates ranged from 10@12 per cent. per annum. The U. S. Treasury at this point added nearly ¾ths of a mil-

lion to its currency, and over 1¼ millions to its coin balances, as the result of the week's business.

The U. S. Sub-Treasury office last week received \$4,916,108 of currency, and \$3,891,470 of gold, the latter including \$1,114,900 from customs; and disbursed \$4,090,367 of currency and \$2,625,347 of gold, the latter embracing \$384,315 of coin interest.

The city banks, in their latest return, show a reduction of \$2,590,800 of legal tender notes, with an increase of \$1,054,400 of specie, and a falling off of \$3,487,900 in their deposits, with a contraction of \$1,809,000 in their loan and discount averages, and of \$11,000 in their item of circulation. The city bank exchanges, last week, averaged 134½ millions. The banks now hold \$662,875 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is \$12,773,400, against \$22,764,700 same time last year. The city bank deposits are now \$199,423,800 against \$199,346,700, week ending Dec. 23, 1871. The legal tender reserve amounts to \$44,624,400, against \$41,217,800 same time last year. The circulation now stands at \$27,522,700 against \$28,575,600 same time last year. The loans are now \$275,811,400 against \$271,363,500 at this date last year.

The coin reserve of the city banks is now about 12¾ millions as against about 25¾ millions on the 20th of July; the legal tender reserve is about 44½ millions against about 55½ millions on the statement of June 15th; and the deposits are now about 199½ millions, against 247½ millions on the 20th of July.

Government revenues continued to yield moderately. The excises yielded less than two millions, making the total, since July 1, \$59,380,604. The customs at the port of New York, for the week, reached only \$1,248,497, and at the out-ports, about \$450,000, more, in coin or coin certificates.

Gold has been quite active, and despite the extreme Money pressure, the price has been remarkably well maintained, by the comparatively confident speculative movements. The customs call has been on a restricted scale, and the export drain light, the latter having fallen short of half a million dollars. The range of the price during the week has been from 111½@112¼, and the quotation on Tuesday was 111½ against 112½ the preceding Wednesday. The specie outflow last week, was \$488,393. The Gold Exchange Bank clearances have averaged about 56¾ millions per day during the week.

The customs demand for Gold last week, averaged \$235,700 a day. The arrivals of specie from Europe, Havana and other foreign ports since Jan. 1, 1872, were \$5,488,647 against \$8,582,209 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been \$142,107,313 against \$152,080,901 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, \$76,743,194, against \$82,084,694 during the same time in 1871.

The export drain of specie was \$488,292 last

week, against \$297,882 same week preceding year. The shipments since January 1, 1872, have been \$70,843,576 against \$63,540,867 during the same portion of 1871.

Foreign Exchange has been in fair demand and quoted firmer. Bankers' sixty day bills on London closed on Wednesday at 109 $\frac{3}{8}$ @109 $\frac{1}{2}$ ; sight bills on London, 110 $\frac{3}{8}$ @110 $\frac{1}{2}$ .

Government securities have been in comparatively limited supply, and generally good request for investment accounts, closing more firmly, with an upward tendency.

U. S. sixes of 1881 closed at 117 $\frac{5}{8}$ @117 $\frac{3}{8}$ ; U. S. Five-Twenties of 1862, 112 $\frac{1}{4}$ @112 $\frac{1}{2}$ ; U. S. Five-Twenties of 1864 at 112 $\frac{1}{4}$ @112 $\frac{1}{2}$ ; U. S. Five-Twenties of 1865, 112 $\frac{5}{8}$ @112 $\frac{3}{8}$ ; U. S. Five-Twenties of 1865 consolidated, 115 $\frac{5}{8}$ @115 $\frac{3}{8}$ ; U. S. Five-Twenties of 1867, 116 $\frac{3}{4}$ @117; U. S. Five-Twenties of 1868, 116 $\frac{5}{8}$ @116 $\frac{3}{8}$ ; U. S. Ten-forties at 109 $\frac{3}{8}$ @109 $\frac{1}{4}$ ; U. S. Fives of 1881 (Funding Loan) 101 $\frac{1}{2}$ @112; Six per cent. currency Sixes from 112 $\frac{3}{4}$ @112 $\frac{1}{2}$ .

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 11.	Dec. 18.	Dec. 24.
Consols .....	91 $\frac{3}{8}$	91 $\frac{3}{4}$	92
U. S. 5-20s, 1865....	91 $\frac{3}{8}$	92	92 $\frac{1}{8}$
" 1867 .....	94	92	92
" 10-40s .....	88	88 $\frac{1}{2}$	88 $\frac{3}{4}$
New Fives of 1881...	89	89 $\frac{1}{2}$	89 $\frac{3}{8}$
Erie .....	42 $\frac{3}{8}$	42 $\frac{7}{8}$	49 $\frac{3}{4}$

State bonds have been generally quoted about steady on a moderate investment demand, for the favorite loans, which have not been offered with much freedom, despite the stringency in Money.

Railroad bonds have been in rather better request, and the more substantial loans have been held with increasing confidence. Central Pacific Sixes closed firmly at from 102@102 $\frac{1}{4}$ .

Railway and Miscellaneous share property has been decidedly active and generally buoyant as to price, although the fluctuations have been frequent, notably so in the more prominent speculative favorites. The adjustment of the Erie litigation with Mr. Jay Gould, by a most unexpected compromise proposed by Mr. Gould himself, greatly stimulated speculation in Erie shares.

General business has been on a restricted scale, in most lines since our last. Domestic produce has been quite tame as a rule, though Flour and Wheat, Rosin, Spirits Turpentine, Petroleum and Hops attracted more attention, especially toward toward the close. Middling upland cotton, left off on Wednesday at 20 $\frac{1}{4}$  cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,555,472 bales, against 1,270,669 bales same time in the preceding year; exports 748,038 bales against 626,000 bales in the previous year; stock at the ports at latest dates, 519,176 bales against 429,178 bales same date 1871.

At the Live Stock Markets, Beeves have been in fair demand at from 8@16 $\frac{1}{2}$  cts.; the latter rates for extra heavy choice Christmas stock. Veals at 6@10 $\frac{1}{2}$  cts.; Sheep at from 5@8 $\frac{1}{2}$  cts.; Lambs 5@8 $\frac{1}{2}$  cts.; Swine, at 4 $\frac{1}{4}$ @4 $\frac{1}{2}$  cts. per lb., all live weight. The week's receipts were 6,664 Beeves, 1,780 Veal Calves, 14,354 Sheep and Lambs, and 51,486 Swine.

Foreign goods have been quiet and irregular. The week's imports of foreign goods reached the amount of \$6,912,075 including \$1,909,748 of dry goods,

Ocean freights have been more active and rather steadier as to rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—Albany and Susq. 2d mort., 95; Pacific R. R. of Mo., 2d mort., 83; Milwaukee and St. Paul 7s, Iowa Div., 89 $\frac{1}{2}$ ; Ohio and Mississippi 2d mort., 84; do. consols, 94 $\frac{1}{2}$ ; Central of New Jersey 1st mort., new, 103 $\frac{3}{4}$ ; Delaware, Lackawanna and Western consols, 97; Clev., Paines, and Ash, 7s, new, 94 $\frac{1}{2}$ ; Buffalo and Erie 7s, new, 95; Burlington, Cedar Rapids and Minnesota 1st mort., 87 $\frac{1}{2}$ ; Louisville and Nashville consols, 1898, 93; Clev. and Pittsburg consols, 94; N. Y. Central 6s, R. E., 87; do. Sub. bonds, 87; St. Louis and Iron Mt. R. R., 94; do. 1st mort., 96; Boston, Hartford and Erie R. R., 9; do. 1st mort., 42 $\frac{1}{2}$ ; do. guar. bonds, 55; New Jersey Southern R. R., 25 $\frac{1}{2}$ ; do. 1st mort., 74; St. Louis, Kansas City and Northern Pref., 65; Western Union Tel., 81; do. 7s, 95; Wells-Fargo Exp., 88 $\frac{1}{2}$ ; Am. Mer. Union Exp., 67 $\frac{7}{8}$ ; Adams Express, 93; U. S. Exp., 80; New Central Coal, 47 $\frac{1}{2}$ ; Maryland Coal, 21; American Coal, 57; Atlantic Mail S. S. Co., 14; South Carolina 6s, new, Jan. and July, 23 $\frac{1}{4}$ ; do. Apl. and Oct., 27; N. Y. State 7s, B. L. reg., 105 $\frac{1}{4}$ ; Arkansas 6s, Fund Act, 45; North Carolina 6s, issued to N. C. R. R., 60; do. Fund Act 1866, 27; Michigan 6s, 1878, 100.

**Philadelphia.**—Warren and Franklin 1st mort., 80 $\frac{1}{2}$ ; Lehigh Valley 7s, new, 103 $\frac{1}{2}$ ; Philadelphia and Reading Gen'l mort. 7s, reg., 101; do. 7s, 1893, 103; Lehigh Nav. consol. gold loan, 93; Wilmington and Reading 7s, 98; Allegheny Valleys 7 3-10s, 94 $\frac{1}{4}$ ; Huntington and Broad Top Mt. consols, 61; Pittsburg, Cincinnati and St. Louis 7s, 80; Pennsylvania and New York Canal 7s, 94 $\frac{1}{4}$ ; Nesquehoning R. R., 55; Catawissa R. R., 19; West Jersey R. R., 54. The latest quotations are: City 6s, 95@95 $\frac{1}{2}$ ; do. free of tax, 99 $\frac{3}{8}$ @100; Pennsylvania State 6s, 1st series, 102 $\frac{3}{4}$ @102 $\frac{3}{4}$ ; do. 2d series, 107@108; do. 3d series, 109@109 $\frac{1}{2}$ ; Philadelphia and Reading, 58 $\frac{3}{4}$ @58 $\frac{3}{4}$ ; do. Gen'l mort. 7s, coup., 100@100 $\frac{1}{2}$ ; do. reg., 101@101 $\frac{1}{4}$ ; do. mort. 6s, 1880, 95@95 $\frac{1}{2}$ ; do. 7s, new, conv., 101 $\frac{1}{2}$ @101 $\frac{1}{2}$ ; United New Jersey R. R. and Canal Co., 121@121 $\frac{1}{2}$ ; Camden and Amboy mort. 6s, 1889, 93 $\frac{1}{4}$ @94; do. 1883, 91@92; do. 1889, —@87 $\frac{3}{4}$ ; Pennsylvania R. R., 56 $\frac{1}{8}$ @56 $\frac{3}{8}$ ; do. 1st mort., 100@101; do. 2d mort., 97@97 $\frac{1}{2}$ ; do. General mort. coupon, 94@95; do. reg., 93 $\frac{3}{4}$ @95; Little Schuylkill R. R., 47@47 $\frac{1}{2}$ ; Morris Canal, 50@50 $\frac{1}{2}$ ; do. pref., 124 $\frac{1}{4}$ @126; do. 6s, 92@—; Susquehanna Canal, 7@9; do. 6s, 75 $\frac{3}{4}$ @78; Schuylkill Nav., 6@7; do. pref., 13 $\frac{1}{2}$ @14; do. 6s, 1882, 73@73; do. 1872, 79@80; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 97@98; do. 5s, 55@61; Lehigh Coal and Navigation, 36 $\frac{1}{2}$ @37; do. 6s, 1884, 87@88; do. R. R. Loan, 93@93; do. Gold Loan, 89 $\frac{1}{2}$ @90; North Pennsylvania, 49@50; do. 6s, 99@99 $\frac{1}{2}$ ; do. 7s, 94@95; do. Chatte 10s, 110@110; Philadelphia and Erie, 26 $\frac{1}{4}$ @27; do. 6s, 88@90; Minehill, 53@53 $\frac{1}{4}$ ; Catawissa, 18@20; do. pref., 41 $\frac{1}{2}$ @42 $\frac{1}{4}$ ; do. 7s, 1900, 99 $\frac{1}{8}$ @100; Lehigh Valley, 59 $\frac{1}{2}$ @59 $\frac{1}{2}$ ; do. 6s, new coupon, 93@95; do. reg., 95@96 $\frac{1}{4}$ ; do. 7s, 103 $\frac{1}{2}$ @104; Fifth and Sixth streets, (horse,) 51@52; Second and Third, 59@59 $\frac{3}{4}$ ; Thirtieth and Fifteenth, 18 $\frac{1}{2}$ @20; Spruce and

Pine, 32@32; Green and Coates, 47@—; Chestnut and Walnut, 57@60; Hestonville, 17@18 $\frac{1}{2}$ ; Union, —@73; Germantown, —@25.

**Boston.**—Vermont Central 1st mort., 39; Connecticut and Passumpsic Rivers R. R., pref., 92; Portsmouth, Gt. Falls and Conway R. R., 97; Rutland pref., 58; do. 7s, 65; Cincinnati, Sandusky and Cleveland R. R., 18 $\frac{1}{2}$ ; Summit Branch, 39; Atchison, Topeka and Santa Fe R. R., 25; Boston Water Power, 45; Cary Imp., 11; Waverly Land, 4 $\frac{1}{4}$ ; Maine 6s, 1889, 99 $\frac{1}{4}$ ; New Hampshire 6s, 98; Boston 6s, 1875@1877, currency, 98; do. 1880, 97 $\frac{1}{2}$ ; do. 1880, reg., 96 $\frac{1}{4}$ ; Cook Co., Ills., 7s, 1880, 97 $\frac{1}{4}$ ; Allouez Mining Co., 14 $\frac{1}{2}$ ; Astor, 25c.; Calumet and Hecla, 156; Humboldt, 1 $\frac{1}{2}$ ; Madison, 62 $\frac{1}{2}$ ; Rockland, 2 $\frac{1}{2}$ ; Ridge, 11 $\frac{1}{4}$ ; Shuniah Silver, 2 $\frac{3}{8}$ ; St. Clair, 2 $\frac{3}{4}$ .

**Baltimore.**—Orange, Alex. and Manassas 7s, 81; Virginia and Tennessee 3d mort. 8s, 91 $\frac{3}{4}$ ; Cincinnati and Baltimore 1st mort. 7s, 91 $\frac{1}{2}$ ; Wilmington, Columbia and Augusta 7s, 76 $\frac{3}{4}$ ; Orange and Alexandria 4th mort. 8s, 83; N. W. Va. 1st mort., 102 $\frac{1}{2}$ ; Richmond and Danville 1st mort., 75; Central Ohio 1st mort. 85 $\frac{1}{2}$ ; Union R. R. 1st mort. guar., 94; Northern Central 6s, 1900, gold, 95 $\frac{1}{2}$ ; Virginia 6s, old, reg., 40 $\frac{1}{2}$ ; do. consol. 6s, reg., 50; do. consol. 6s, with full coupon on, 61; Memphis City 6s, 52 $\frac{1}{2}$ ; Atlantic Coal, 2.25; Am. Gas Coal, 0.40. The latest quotations are: Wilmington, Columbia and Augusta bonds, 76 $\frac{1}{2}$ @76 $\frac{3}{4}$ ; Virginia Central 6s, 80@85; Wilmington and Weldon bonds, 93 $\frac{1}{8}$ @100; Pittsburg and Connellsville 7s, 1898, 95@96; Baltimore and Ohio, 154@155; do., 6s, 1875, 88 $\frac{1}{8}$ @—; do., 1880, 96 $\frac{1}{2}$ @96 $\frac{1}{2}$ ; do., 1885, 94 $\frac{1}{2}$ @95; Parkersburg Branch, 11@15; Washington Branch, 136@150; Northern Central 38 $\frac{1}{4}$ @38 $\frac{1}{2}$ ; do. 6s, 1885, 94 $\frac{1}{2}$ @96; do., 1900, 86 $\frac{1}{2}$ @87; do., 6s, 1900, gold, 96@96; N. W. Va. 1st mort., 102@105; do., 2d mort., 102 $\frac{3}{8}$ @102 $\frac{3}{4}$ ; do., 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 99@99 $\frac{1}{2}$ ; do., 2d mort., 7s, 86 $\frac{1}{2}$ @87; do., 3d mort., 8s, 86@86 $\frac{1}{2}$ ; Central Ohio, 35 $\frac{1}{2}$ @37; do. pref., 38 $\frac{3}{4}$ @40; do. 1st mort., 85 $\frac{1}{4}$ @85 $\frac{3}{4}$ ; Western Md. 1st mort. 6s 1890, 80@—; do. 1st mort. guar., 96 $\frac{1}{2}$ @100; do., 2d mort. guar., 96@97; do. 3d mort. guar., 96@96; do. 2d mort. pref., 70 $\frac{1}{8}$ @83; do., 2d mort. guar. by Washington Co., 84@87; Richmond and Danville 1st mort., 76@78; Orange and Alexandria 1st mort. 6s, 95 $\frac{1}{4}$ @96; do., 2d mort. 6s, 86@87; do., 3d mort. 8s, 93@95; do., 4th mort. 8s, 83@83 $\frac{1}{4}$ ; Orange, Alex. and Manassas 7s, 80 $\frac{1}{8}$ @81; Virginia and Tennessee 1st mort. 6s, 96@102 $\frac{3}{8}$ ; do., 6s, 2d mort., 78 $\frac{1}{2}$ @80; do. 8s, 3d mort., 91 $\frac{1}{4}$ @92; Baltimore 6s, 1875, 96 $\frac{3}{4}$ @96 $\frac{3}{8}$ ; do., 1884, 95@96; do. 1886, 95 $\frac{3}{4}$ @96; do., 1890 96 $\frac{1}{4}$ @96 $\frac{1}{2}$ ; do., 1893, —@97; do. 1893, exempt, 99@100; do., 1900, exempt, 96 $\frac{1}{4}$ @96 $\frac{1}{2}$ ; do. 1900, new, 96@96 $\frac{1}{2}$ ; do. 1902, 96@—; Memphis City 6s, 52@53 $\frac{1}{2}$ ; Maryland 6s, 1890, 97@—; do. Defense Loan, 1888, 102 $\frac{1}{4}$ @103; Virginia 6s, old, 38@42; do. consol. 6s, 56@57; do. reg. 47@50; do. Peelers, 45@50; West Virginia, 15 $\frac{1}{4}$ @16 $\frac{1}{4}$ ; City Passenger R. R., 21 $\frac{1}{2}$ @23 $\frac{1}{2}$ ; George's Creek Coal, 100@105.

Bids have been let at Lexington, Ky., for grading the Lexington and Big Sandy Railroad from Mount Sterling to the Licking River.



**Ware River Railroad.**

The Springfield Union announces that the New York owners of stock in the Ware River Railroad have transferred their interest to Chester W. Chapin and others, and resigned their positions in the Board of Directors, their places being filled by Chester W. Chapin, James A. Rumrill, E. B. Gillett of Westfield, Franklin Morgan of Palmer, and William Richie. The lease of the Vermont Central expired November 30, but the road is still run by this corporation, which stands ready to give it up on thirty days' notice. There will probably be no change in the management till after the stockholders' meeting, January 11, although the road will eventually come under the direction of the Boston and Albany. The whole distance between Palmer and Winchendon is 49½ miles, and the 38 miles above Gilbertville is still incomplete. Work has been suspended for some time for lack of funds, but it will be recommenced next spring, and can be finished in three months. When the gap of 16 miles between Hillsboro' bridge and Peterboro', N. H., is completed, as it is to be soon, there will be an unbroken line between Palmer and Concord, N. H.

**The Virginia Funding Bill.**

In announcing the refusal of the Virginia Court of Appeals to re-open the question of the constitutionality of the act, Judge Christian made the following statement:

"In disposing of this motion, we have only to say that the cases have been elaborately argued, and have been the subject of the most deliberate and anxious consideration of the court. Every possible view of the important questions to be considered were presented in argument or suggested by members of the court in the careful examination, which the large interests involved, and the high responsibilities of our position demanded. Under a deep and painful sense of these responsibilities our opinions were deliberately formed after the most careful investigation.

As to the correctness of these opinions there is not one of us (of the majority) who has the shadow of a doubt. A re-argument cannot possibly change our settled and conscientious convictions; and we have thought it proper to dispose of this motion at the earliest practicable moment, in order to remove any doubt or uncertainty in the public mind as to the final action of this court. The credit of the commonwealth and the public welfare alike requires that the important questions arising out of these cases should be put at rest, so far at least, as the action of this court can have that effect."

**Chicago and Canada Southern R. R.**

One hundred miles of this road are now graded and ready for the iron, from the west line of the State of Ohio to the Detroit river. Twenty-five miles from Blissfield, the crossing of the Lake Shore road, to Fayette, Ohio, are completed and in operation. The whole line will be completed to Chicago in 1873. The road runs from Trenton, fourteen miles south of Detroit, 255 miles to Chicago, and will be a steel rail low grade, and a direct line for through transportation. Grading with steam shovels will be prosecuted at three points in Indiana during the winter, the nearest of which is 40 miles from this city. This road will run in connection with the Canada Southern, which extends from Malden, opposite Trenton 229 miles to the Canada end of the international bridge at Buffalo, and which is nearly completed. The Canada Southern is building a branch from St. Clair to St. Thomas, a distance of sixty miles of which forty are completed, from St. Clair to the Great Western crossing. They are also laying iron between Toledo and Trenton, on the old line of the Toledo, Canada Southern and Detroit

Road, whose franchise they purchased. This system of railways is controlled by the same parties as the Toledo, Wabash and Western.—*Chicago Inter-Ocean.*

**Port Huron and Lake Michigan Railroad.**

The line of this road has been changed west of Flint. Instead of striking the Milwaukee road at Corunna, it will tap it at Gaines, and there connect with the road to Lansing. Its managers intend to have this link completed next Summer.

At the stockholders' meeting, held recently, the following directors and officers were chosen: W. L. Bancroft, Edgar White, of Port Huron; Artemus Thayer, of Flint; Isaac Gale, of Corunna; W. K. Muir, Joseph Price, of Hamilton, Ont.; Townsend Cox, of New York. President, W. L. Bancroft; Vice-President, Townsend Cox; Treasurer, Edgar White; Secretary, E. B. Taylor.

The financial report shows that the traffic of the road during the past year has been large, and that its affairs generally are in a very satisfactory condition.

The Columbus, Mt. Vernon and Delaware Railroad company have filed a supplementary certificate of incorporation with the Secretary of State of Ohio, to enable them to construct a branch from the main line near Oxford, in Holmes county, through Holmes, Coshocton and Muskingum counties, to connect with the Pittsburg, Cincinnati and St. Louis railway and the Cincinnati and Muskingum Valley railroad, near Dresden. Accompanying this certificate was one increasing the capital stock of the company \$1,000,000, making the total capital stock \$3,000,000.

In the suit of Thomas St. John vs. the Erie Railway Company for dividends on preferred stock of the company held by him, on the ground that this stock was entitled to a 7 per cent. dividend before interest was paid on the £1,000,000 sterling bonds issued in 1865, and before rent was paid on any leases taken since January 1, 1862, Judge Blatchford decided that the preferred stock is not to be entitled to priority over anything but the common stock. He accordingly dismissed the suit with costs.

The *Mining Gazette* gives the statistics of the copper production of the Lake Superior mines in 1872, with a comparison with last years' yield. The three counties from which the returns are given are Houghton, Keweenaw and Ontonagon. The product in 1871 was 16,076 tons 743 lbs; in 1872, 15,174 tons 213 lbs; showing a decrease of 902 tons 530 lbs. In spite of this decrease in the quantity of copper produced, the profits this year have exceeded those of 1871, owing to the greater demand for copper which has prevailed throughout the season.

The Dallas (Texas) *Herald* says that the grading and bridging on the Texas and Pacific Railroad is all let, and work is progressing from Dallas east to Long View, and from Dallas west to Fort Worth. All contracts to the east are to be completed by March 1, 1873.

The Lake Ontario Shore Railroad Company (from Oswego to Lewiston) have, it is said, determined to cross the Niagara river at the site of the Lewiston Suspension bridge, now erecting, but which is located at the most available point for crossing.

**BANKING OFFICE OF FISK & HATCH.**  
NEW-YORK, Dec. 23, 1872.

The CHESAPEAKE AND OHIO RAILROAD is about completed. Its immediate promise of business is very large; its earnings on the disconnected portions will reach this year nearly \$1,000,000, without mineral or through business, from which its revenues as a completed road will be largely derived. Coal mining, iron furnaces, rolling-mills and manufactories of all kinds will soon crowd its whole line; while the producing West and manufacturing East are eagerly awaiting the opening of this new Trunk Line, which is destined to have so important an influence upon the transportation of their products.

The FIRST MORTGAGE SIX PER CENT. GOLD BONDS of the Company, the total amount of which is only \$15,000,000, are secured upon a property worth \$35,000,000 to \$40,000,000, and are fully equal in intrinsic value to the CENTRAL PACIFIC BONDS. They are issued in denominations of \$100, \$500, and \$1,000, coupon or registered, and at their present market price, 86 and accrued interest, are very desirable.

The CENTRAL PACIFIC SIX PER CENT. GOLD BONDS are too well known to require description or commendation. Their total amount is \$25,885,000; they have for a long time ranged in market price near or above par—the price to-day being 102 to 102½, with coupon on due Jan. 1, of 3 per cent. gold.

The WESTERN PACIFIC SIX PER CENT. GOLD BONDS amount to \$2,735,000. This road is now consolidated with the CENTRAL PACIFIC, and the payment of its bonds, principal and interest, is assumed by them. Their market price to-day is 92 to 92½, also with a three per cent. gold coupon on, due January 1. As they have recently been introduced on the Stock Exchange, we expect to see them rapidly rise to the price of CENTRAL PACIFICs, being substantially the same in character and value.

The CHESAPEAKE and OHIO, the CENTRAL and WESTERN PACIFIC BONDS, all of which have been negotiated by us, we believe to be among the best and most desirable Investment Securities in the market, which in time must become very scarce; especially as the Government will probably, during the coming year, pay off in gold another large lot of FIVE-TWENTIES, and issue in their place FIVE PER CENT. BONDS.

We buy and sell, as usual, Government Bonds, receive deposits, on which we allow interest, make collections, and conduct a general banking business in all its branches.

**FISK & HATCH.**

The coupons of the following Railroad Loans, due Jan. 1, are announced to be paid at the Banking House of Messrs Fisk & Hatch, 6 Nassau St.

Central Pacific six per cent. Gold Bonds.....	\$25,885,000
Western Pacific six per cent. Gold Bonds.....	2,735,000
California and Oregon six per cent. Gold Bonds.....	6,000,000
Chesapeake and Ohio Debenture seven per cent. Bonds.....	5,000,000
Total.....	\$39,620,000

## Journal of Railroad Law.

RAILROAD COMPANIES—NEGLIGENCE—WHAT IS *per se* NEGLIGENCE ON PART OF PARENT.

The facts in the late case of *Downs vs. The New York Central Railroad Company*, (47 N. Y., 83,) are fully and clearly stated in the following opinion by—

ALLEN, J.—There was a conflict of evidence as to the circumstances under which the plaintiff received the injury complained of, and bearing upon the question of negligence on the part of the defendant, and whether the plaintiff was chargeable with contributory fault. That the verdict is supported by evidence and cannot be disturbed by this court as wholly without proof, is not controverted by the counsel for the appellant. The question of fact litigated upon the trial, and submitted to the jury, was whether the plaintiff attempted to get off the cars while they were in motion, and in making the attempt was thrown by a sudden and unexpected starting of the train; and there is no complaint that the question was not fairly submitted to the jury with proper instructions. The jury have found upon the evidence warranting the verdict, if believed, that the train had stopped and was not in motion when the plaintiff opened the door, and was in the act of going out and down upon the ground in the usual and ordinary manner, and was thrown from the platform by the sudden jerking of the car, and that the injury was the result of negligence on the part of the defendant's servants and agents. The jury have also by their verdict necessarily found that the plaintiff was free from any negligence or fault contributing to the injury. Under the instructions they could not have rendered a verdict for the plaintiff without finding that fact. The plaintiff at the time of the accident, was twelve years of age; and being unable to find a seat in the car with his mother, by her permission went to the smoking car, and finding a seat there, remained in it until the train reached Rome, when, in the effort to leave the car to return to his mother, he received the injury in the manner described by the witnesses. It was not *per se* a negligent act on the part of the mother to permit a lad of that age, of ordinary capacity, to go from one car to another under the circumstances and for the purpose stated. It was submitted to the jury to determine whether there was anything in the youth, the inexperience or the want of ability of the plaintiff to take proper care of himself, which in the absence of the protection and guidance of his mother produced the injury, or contributed to produce it; and if there was, they were instructed to find for the defendant. This was as favorable a submission of the question as the defendant could have asked, and the jury have found adversely to the defendant upon it. Upon the trial the defendant was only held to the degree of care which the law exacts from carriers of persons in respect to all, and the plaintiff was held to the exercise of the same circumspection and care of his own person, and the degree of responsibility for his own acts as is required of adults under the same circumstances. The jury have exonerated the plaintiff from all fault and negligence, and have charged the injury wholly to the negligence of the defendant. The verdict is well supported by the evidence and the motion to dismiss the complaint at the close of the evidence was prop-

erly denied. The newspaper account of the transaction as published in the "*Seneca County Courier*" a day or two thereafter, prepared by the publisher of the paper from accounts he received at Rome on the day of the accident, was properly excluded. The author of the article was examined as a witness, but had no distinct recollection of anything that was said to him at Rome, and could not tell from whom principally he received his information; he talked with them all, the plaintiff, his father and mother. He talked with the plaintiff about it, and supposed he learned from him, but could not remember anything distinctly that he said, and in the course of his testimony said "I can only say what I published then; these are the facts that I got at Rome. I cannot state distinctly whom I got them from. I talked with different persons. I was there all the evening at the Hotel. Of course there was a great deal of excitement and talk about it." The witness after his recollection had been refreshed by reading the article, was unable to testify that he received the statement sought to be given in evidence from the plaintiff or from whom he did receive it. The article did not purport to be, and was not, in truth, a statement of a conversation with, or declaration made by, the plaintiff, and was not a memorandum made by the witness of a particular conversation at or near the time it was had, and which the witness could state under oath was a correct memorandum of such conversation. It was not, therefore, competent as evidence of a statement made by the plaintiff material to the issue or inconsistent with his testimony on the trial. The printed paper was not the original memorandum made by the witness; neither did he, or could he testify that the article, or a copy from which it was printed, was a correct memorandum or reproduction of the statement of the plaintiff, and it is not within the principle of any of the cases relied upon by the defendant. In all the cases the original memoranda have been produced, and the persons by whom they were made have vouched for their correctness. The article was but a summary of the facts collected by the writer from all sources, or rather of his understanding of the facts. After the defendant had given in evidence, declarations of the plaintiff and of his mother in his presence, made in the presence of Dr. Pope and others which it was supposed might be claimed to be inconsistent with the statements of the plaintiff as a witness, the plaintiff recalled J. W. Hurlbert who had taken the plaintiff from under the cars, and had testified that he thought he had his hands on him from that time until the amputation, and examined him as to his recollection of conversation and declarations of and in the presence of the plaintiff during that time, and then propounded this question. "Did he state on that occasion (immediately on carrying him in) that the way the accident happened was, that he was standing on the threshold of the car and that the cars were jerked up and threw him under the train and that they ran over him, or in substance that?" To which the answer was: "That was the substance of his reply." The question was objected to as leading, and that it was incompetent to prove the plaintiff's declarations. The evidence was not inconsistent with the declarations proved by the defendant, but it did tend to corroborate testimony of the plaintiff

by the fact that his statements had been consistent. This was not allowable. The conversation was not proved to have been a part of the same given in evidence by the defendant. Had it been so, the evidence would have been competent. The plaintiff could have proved the whole of a conversation, a part of which the defendant had given in evidence, if it was connected and all related to the same subject. But the case shows no connection between the declarations and conversations proved by the defendant and those proved by a witness, Hurlbert, or that they were simultaneous. The admission of this evidence was error. It was within the discretion of the judge at the trial to suffer a question, leading in form, to be put, and the judgment will not be reversed for an error in that respect.

The evidence of negotiations for a settlement of the claim with officers of the defendant for several years after the injury, was competent in explanation of the delay in bringing the action which had been brought out by the defendant; and which but for the explanation, might have prejudiced the plaintiff.

The judgment for the error in the admission of the statements of the plaintiff to Hurlbert, must be reversed and a new trial granted.

Judgment reversed.

## Pacific Railroads.

EXTRACT FROM THE REPORT OF THE SECRETARY OF THE INTERIOR.

The subscriptions to the stock of the Union Pacific Railroad Company amount to \$26,783,000 of which \$36,762,300 has been paid. The receipts for the year ending June 30, 1872, from the transportation of passengers, were \$3,067,808 17; of freight, \$4,122,651 20; and from miscellaneous sources, \$771,711 41; total, \$7,962,170 78. The entire cost of the road and fixtures to said date (unadjusted balances with contractors not included), was \$114,258,535 97. The indebtedness of the company at the same date amounted to \$75,894,512, of which \$27,236,512 is due to the United States.

The Central Pacific Railroad Company, by consolidation, now embraces, besides the original company of that name, also the Western Pacific, the San Francisco and Oakland, the San Francisco and Alameda, and the California and Oregon companies. Stock to the amount of \$59,644,000 has been subscribed, and \$54,283,190 paid. The receipts for the year ending June 30, 1872, from transportation of passengers, were \$3,620,519 33, and of freight, \$5,753,246; total, \$9,373,765 33. The expenses were \$4,317,332 32, leaving net earnings to the amount of \$5,056,433 01. At the close of said year the indebtedness of the company amounted to \$8,900,135 37, of which \$27,855,680 was to the United States. The stock subscription of the Central Branch Union Pacific Railroad company is \$1,000,000 of which \$980,600 has been paid. The receipts for transportation of passengers for the year ending June 10, 1872, were \$60,807,65, and for freight, \$83,662 03; total, \$144,469 68. The expenses of the road and fixtures have been \$3,723,700. The company's indebtedness (exclusive of first mortgage bonds, \$1,600,000, and the Government loan, \$1,600,000), is \$94,896 34.

The amount of stock of the Kansas Pacific Railway Company subscribed is \$9,992,500, and the amount paid in is \$9,621,950. Receipts for the year ended June 30, 1872, from transportation of passengers, were \$1,351,837 51; of freight, \$2,156,190 21; and from miscellaneous sources, \$79,600 75; total \$3,551,628 47. The construction and equipment of the road have cost \$29,602,974 28. The total funded debt of the company is \$26,044,600, and the amount of other liabilities and indebtedness is \$2,081,102 16, making



a total of \$28,125,702 16, of which \$6,803,000 is due to the United States. On the 19th of October, 1872, you accepted the western part of this road, extending from the 393.9425 mile, and terminating in Denver, Colorado territory, 638.6 miles from the initial point.

The amount of stock of the Denver Pacific Railway and Telegraph Company, subscribed and paid in, is \$4,000,000. This road, running in a nearly north course, 106.33 miles from Denver, Colorado territory, to Cheyenne, Wyoming territory where it connects with the Union Pacific road, was completed in the summer of 1870. The receipts for the year ended June 30, 1872, for transportation of passengers, were \$176,312 46; of freight, \$170,709 83; and from miscellaneous sources, \$8,066 40; total, \$355,088 69. The cost of construction and equipment of the road and telegraph to the date last above stated was \$6,493,800, and the indebtedness of the company to that date was \$2,519,076 25. The road and telegraph line were, on re-examination, accepted by you on the 3d day of May last.

The amount of stock of the Sioux City and Pacific Railroad Company subscribed is \$4,478,500, of which \$1,791,400 has been paid in. The receipts for the year ending June 30, 1872, from the transportation of passengers, were \$63,548 71; of freight, \$85,803 24; of mails, \$7,549 40; from express, \$1,735 80; and from miscellaneous sources, \$3,768 56; total, \$162,405 71. The expenses during that period were \$152,062 98. The indebtedness of the company is \$5,361,977 86, of which \$1,628,320 is due to the United States.

At the close of the last fiscal year (June 30, 1872), the amount of subscribed stock of the Southern Pacific Railroad Company was \$9,384,000, and the amount actually paid in, \$8,404,000. The company reports that surveys have been made from the end of the completed road, a point one hundred and three-tenths miles from San Francisco, to Fort Mohave, on the Colorado river, via Tehachapi Pass, and from said pass to Fort Yuma, on the Colorado, via Los Angeles and San Bernardino. The cost of these surveys has been \$66,894 84. The amount received during said year for transportation of passengers was \$383,563 83. The expenses on account of the road and fixtures for said period were \$376,278 11. The indebtedness of the company is \$5,750,000. Seventy and twenty-six hundredths miles of this road have been completed in a first-class manner, and have been accepted. The road commences at San Jose, California. The entire cost of the road and fixtures, together with the lands for stations, &c., since the organization of the company, is estimated at about \$12,000,000.

The amount of stock of the Texas and Pacific Railway Company subscribed is \$2,000,000, of which \$200,000 has been paid in. The company has neither bonded or floating debt. It is progressing rapidly with its surveys, having a number of corps in the field, but as the final reports have not been received, no definite description can be given of the line of road surveyed and fixed upon for construction. The receipts of the company from the 15th of April, 1871—the date of its organization—to the 1st of July, 1872, have been \$204,392 05, and the disbursements amount to \$125,056 87, leaving a balance in hand of \$79,335 18.

The report of the Atlantic and Pacific Railroad Company for the year ended June 30, 1872, shows that \$16,400,000 of stock has been subscribed, and that \$16,375,000 has been paid in. The company has completed, since the date of its last annual report, the road from Prairie City, in the Indian Territory, to Vinita, in same Territory, a distance of 21½ miles. The road and telegraph from Pacific, Mo., to Vinita, a distance of 327½ miles, has been completed. Parties have during the last year, surveying for the road in Texas, New Mexico, Arizona and California. The total cost of surveys to June 30, 1872, was \$162,173, and the amount received during the year ending on that date, from passengers, was \$325,607 87, and for freight \$790,080 43. The cost of railroad and fixtures, up to the same time was \$31,608,044 54.

The total indebtedness to that date (including assumed debt of \$7,161,050 of South Pacific Company, whose road from Pacific, Mo., to Springfield, it has obtained by purchase) was \$15,013,999 53. The mortgages of the company were received and recorded by the department, as required by law, in November and December, 1871. One hundred and twenty-five miles of this road and its telegraph line have been accepted, of which fifty were accepted by you on the 6th of December last.

Stock of the Northern Pacific Railroad Company has been subscribed to the amount of \$100,000,000, and certificates for 165,336 shares, of \$100 each, have been issued. The cost of surveys up to July 1, 1872 (so far as reports have been received by the company), was 454,689 70. The accounts, &c., are not yet in a condition to render an accurate report of the amounts received from passengers and freight during the year. The expenses of the road and fixtures have been \$11,481,467 70. The indebtedness of the company is reported to be \$20,442,245 49. On the 20th of February last a map of preliminary route from the crossing of the Red River of the North, at Fargo, in Dakota, to a point opposite the mouth of Walla-Walla river, Washington Territory, a distance of about 1,143 miles, was received by the department. On the 1st inst., commissioners were ordered to examine and report upon the completed portion "from the junction with the Lake Superior and Mississippi Railroad near Thomson, Minnesota, to the Red River of the North," a distance of about 228 miles. Their report has not yet been received. The company report that on the 30th ultimo cars passed over the track for a distance of 113 miles west of the Red River. Track has recently been laid at the rate of 2½ miles a day. The report states that, at the present rate of construction, the road would be completed to the Missouri River by the 3d of December. The character of the soil in Dakota, through which the road passes, is reported very good, adapted to grain and grazing, of an average excellence, equal to Illinois lands. Water is abundant. Timber is scarce. The construction of buildings for depots, engine houses, and water stations is progressing rapidly. The work of the company in establishing and preparing for construction the line of route to the Yellowstone River and up that stream was resumed during the year. The location of the line of route has been greatly retarded at various points by hostile Indians. The company has this year surveyed and examined the Missouri River above the Great Falls, and determined that it is practicable for steamboat navigation up to Gallatin Forks, a distance of 220 miles. They have also found that a short railroad is practicable around those falls, at small expense. Thus the whole course of the Missouri River can be made available to commerce and to the settlement of the vast region it drains. Surveys have been in progress on the Salmon River line in Montana, making a connection therewith of the survey in progress on the Wisdom River line. The survey of the route from Columbia River to Lake Pend d'Oreille is reported complete. It is also reported that 75 miles of the road from the Columbia River to Puget Sound will be in operation at the close of the season.

#### Virginia and Truckee Railroad.

The Virginia and Truckee Railroad is now completed from Virginia City via Carson City to Reno in Washoe county, connecting at that point with the Central Pacific Railroad. This road is 51 miles in length, over which 22 trains run daily, transporting about 200 ton of merchandise per day, besides carrying about 600 tons of quartz from the mines of Storey County to the various mills located on Carson River. The company have now in use 11 locomotives and will add from 3 to 5 more first-class engines to this number by the 1st of January next—the car capacity of the road being about 160 cars, embracing all kinds.

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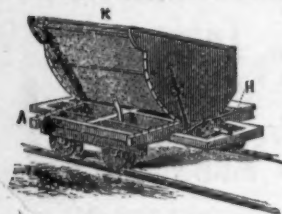
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Fig. No. 1, Car Loaded.

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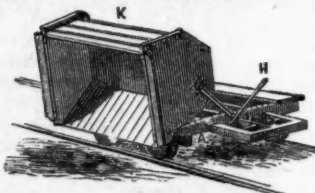
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Fig. No. 2, Car Dumped.

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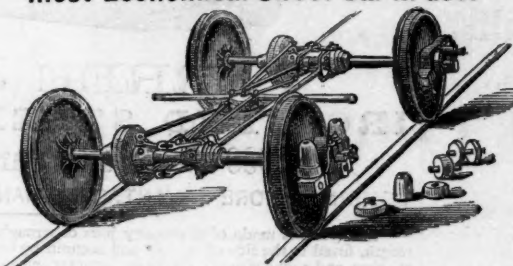
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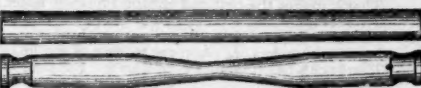


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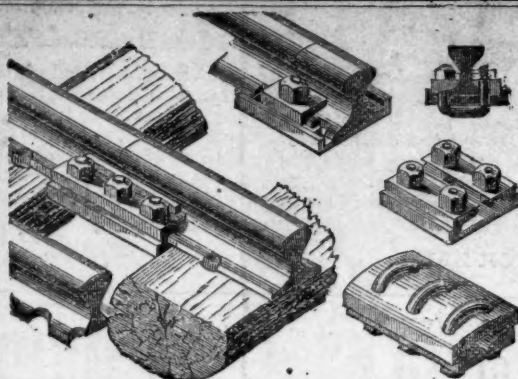
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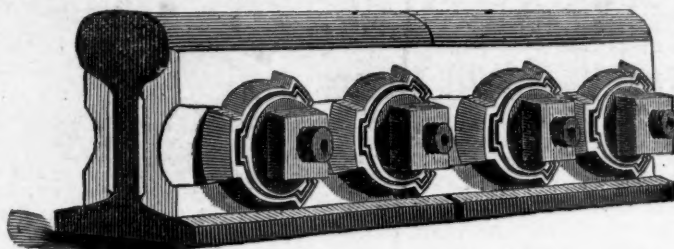
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.**

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

**We confidently claim for the PATENT COMPENSATING FISH-JOINT:**

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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